

ALL HANDS

MAGAZINE OF THE U.S. NAVY

NOVEMBER 1989



Soviet visits
Face to face

Philippines — During a 7th Fleet medical civic action program in the Republic of the Philippines, HM2 Eric C. Tonnaer gives a woman some extra help in getting to a center for medical treatment. Photo by PH1 Ted Salois.



Secretary of the Navy
H. Lawrence Garrett III
 Chief of Naval Operations
ADM Carlisle A.H. Trost
 Chief of Information
RADM Brent Baker
 CO Navy Internal Relations Activity
CDR Connie L. Haney
 XO Navy Internal Relations Activity
LCDR Patricia J. Anthony
 Director, Print Media Division
LCDR John A. Marchi
 All Hands Editor
W.W. Reid
 All Hands Assistant Editor
JOC Robin Barnette
 Writers
JO1 Melissa Lefler
JO2 John Joseph
JO2 Chris Price
JOSN Marke Spahr
 Photojournalists
JO1 Lee Bosco
PH1(AC) Scott M. Allen
 Associates for Art and Layout
Richard C. Hosier
Michael David Tuffli
 Communications
RM1 Adrian Baker
 Graphics and Typesetting
DM2 Mike Rodrigues
DM3 P.V. Whitehurst
William E. Beamon

All Hands (USPS 373-970; ISSN 0002-5577) is published monthly by Navy Internal Relations Activity: 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.

Subscriptions: Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO; \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."

Postmaster: Send address changes to NIRA, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.

Editorial Offices: Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.

Message: NAVINRELACT WASHINGTON, DC.

Authorization: The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

NIRA also publishes *Captain's Call Kit*, *Navy Editor Service*, *Navy Family Life-line*, *Navy News Service*, *Public Affairs Communicator*, *Information for Your Use* and *Navy Public Affairs Planning Guide*.

ALL HANDS

MAGAZINE OF THE U.S. NAVY
 NOVEMBER 1989 — NUMBER 872
 68th YEAR OF PUBLICATION



Seattle celebration — Page 36

4 **Gone, not forgotten**
 Families seek MIAs

7 **Great Lakes cruise**
 Thousands cheer Navy

8 **Leader development**
 New training for '90s sailors

10 **Lookout**
 Oldest watch in the Navy

12 **Addressing issues**
 Deputy SecDef sounds off

14 **Forrestal engineers**
 If you can't stand heat . . .

18 **U.S./Soviet exchange**
 Six stories on historic visits

36 **Seafair '89**
 Navy joins Seattle festival

38 **Oldest ship in fleet**
 USS *Prairie* turns 50

40 **Sailors and Scouts**
 Working together

2 News You Can Use / **43** Spotlight on Excellence / **44** Bearings / **48** Mail Buoy

Front cover: Hospital Corpsman 1st Class Greg Marlatt (right), is welcomed by a Soviet sailor during a U.S. Navy port visit to Sevastopol. USS *Thomas S. Gates* (CG 51) and USS *Kauffman* (FFG 59) were the first U.S. Navy ships ever to pull into this Soviet port. See story, Page 22. Photo by PH1(AC) Scott M. Allen.

Back cover: Clockwise from top: A Soviet sailor's distinctive uniform hat. U.S. Marines join a Soviet officer at a wreath-laying ceremony in Sevastopol. Soviet and U.S. ships "Med-moored" side by side in Sevastopol. As the sun sets over Hampton Roads, a Soviet and U.S. Navy officer exchange ideas. See story, Page 22. Photos by PH1(AC) Scott M. Allen.

News You Can Use

Postgraduate tuition assistance

Navy officers seeking a graduate-level education in any academic discipline not directly related to a specific Navy subspecialty are now covered by tuition assistance. The change was announced in NavOp 076/89 and will be incorporated in OpNavInst 1560.9. Previously, the Navy Postgraduate School was responsible for assuring that any graduate level course met the educational skill requirement of a subspecialty, but under the new guideline, Postgraduate School approval is no longer necessary. However, the officer should seek Postgraduate School advisement prior to course enrollment to ensure a subspecialty will be awarded.

Tuition assistance is available at 75 percent of a maximum of \$175 per credit hour, not to exceed \$395 per course. Officers taking advantage of TA will incur a two-year service obligation following course completion.

The Chief of Naval Education and Training is developing a consortium of colleges and universities in areas with large Navy populations to ensure the transfer of graduate credit hours.

For more information about graduate opportunities contact J.D. Smith at CNET (Code N-641), Bldg. 628, NAS Pensacola, Fla. 32508-5100; commercial (904) 452-4994 or Autovon 922-4994. □

Travel

Military travelers get

Sailors and their families can now get discount airfares for U.S. flights from four major airlines. American Airlines, Braniff and Delta have joined USAir in offering special discount "furlough fares" to all armed service members and their families.

USAir offers fares which are half of their standard coach fare. Delta also offers a 50 percent discount on their regular coach fare in their domestic route system and offers discounts of 50 percent or more to destinations in Europe and Asia. Braniff's

Financial

Bonds, scholarships help defray college expenses

Sailors looking for ways to cut college costs can take advantage of tax-free interest on savings bonds and information on dependent scholarships.

Interest on Double-E bonds bought in 1990 or later will be free from income tax, if used to pay certain college expenses and if your income is below a predetermined level. The full exemption applies to couples with adjusted gross income under \$60,000 a year, or individuals with income below \$40,000. Partial exemptions apply in cases where couples gross up to \$90,000 per year and singles less than \$55,000. Others pay the full tax.

When bonds are redeemed you declare your intent to use the money toward college tuition or other fees. Your income level at the time determines if you qualify for the tax break.

Bonds are available at most banks, savings and loans and credit unions in \$100 to \$5,000 denominations. They can also be purchased through the payroll savings plan by allotment in \$100 to \$1,000 denominations. Contact your disbursing office for details.

Scholarships are another method of paying for a family member's college education. Many service-connected organizations have scholarships for children and spouses of active, retired and deceased Navy, Marine Corps and Coast Guard members. These organizations are listed in the 1990 Dependent Scholarship Pamphlet (NavPers 15003-Q). For a free copy write to: Commander, Naval Military Personnel Command, Code 643S, Washington, D.C. 20370-5643. □

more discount airfares

military leave fare program includes retirees and their families, as well as cadets of the military academies. Braniff gives members in any of these categories a choice of either the standard 50 percent discount or an additional 10 percent off lesser-cost special airfares.

American Airlines offers military leave fares, at least 50 percent off regular coach fares, and expanded eligibility to military family members. There are no round trip, advance ticket purchases or minimum stay requirements,

and tickets are fully refundable.

This offer is not open to retirees, however.

Seats at discount prices are limited, so make reservations in advance if possible. Proper identification is generally required when you pick up the tickets or when you check in.

For more information, visit your base travel office or commercial travel agent, or call the airlines, toll-free:

Braniff, 800-272-6433

American, 800-433-7300

Delta, 800-221-1212

USAir, 800-428-4322 □

O-5 and O-6 candidates sought for management improvement courses

Navy unrestricted line commanders and captains can apply for the Executive Training Program to improve their management skills.

Courses available under ETP include the Harvard Advanced Management Program, which covers general management, single business unit management and corporate management.

The Massachusetts Institute of Technology program for senior executives covers policy formulation, human resources development, external environmental factors and managerial decision-making. The program for senior officials in national security covers various aspects of policy regarding political, economic and social forces influencing defense decisions.

For more information call Linda Thomas (OP-1594) at Autovon 224-5934, commercial (202) 694-5934, or see NavOp 083/89. □

Sponsorship requirements change

Navy personnel no longer need to have 12 months remaining on an overseas tour to get command sponsorship for a dependent. They will, however, still need to fill other command sponsor prerequisites of accompanied tour length and overseas screening.

The Secretary of Defense deleted the 12 month requirement, at the Navy's request, as of June 20, 1989. Other requirements for command sponsorship of dependents remain in effect and are outlined in DoD Directive 1315.7 of Jan. 9, 1989, and in MilPersMan 6810105.

The 12-month rule was lifted to help sailors and Marines and their families receive transportation entitlements, more base privileges and overseas allowances.

For more information see NavOp 082/89 or call NMPC, OP-134C, at Autovon 224-5633, or commercial (202) 694-5633. □

Navy smoking prevention month

November is Navy smoking prevention month. Smoking is the most preventable cause of illness and death in America. Develop a new habit — don't smoke. The benefits of quitting smoking are worth the effort. Your local family service center or medical treatment facility can help. □

Gone, but not forgotten

Families look to Southeast Asia for return of loved ones missing in Vietnam War.

Story and photos by JO2 Chris Price

Joe Dunn was a young, handsome, enthusiastic 1965 Naval Academy graduate who went on to earn his aviator's wings at Corpus Christi, Texas. Dunn served as an instructor with Training Squadron 3 at Milton, Fla., and afterward flew A-7s and A-1s in Southeast Asia.

On February 14, 1968, Dunn was flying his A-1 from the Philippines to the carrier USS *Coral Sea* (CV 43) sailing in the Gulf of Tonkin, a section of the South China Sea between North Vietnam and Hainan Island, China.

His plane veered off course and he was shot down by the Chinese. He was 25 years old.

"Seven hours after Joe was shot down, he used his manual beeper for 20 minutes," his wife Maureen said. "Either Joe used it or the Chinese did, but a pilot of another plane said that he saw my husband in a fully opened parachute even though the Chinese reported that he had been in his plane when it exploded.

"The Navy has always believed that Joe survived the incident," she said, "but they don't know what happened to him after that."

When death occurs many miles away, families begin making funeral arrangements as they await their loved ones' remains to be returned



home. Even in death, families naturally desire the return of the missing members, and with the burial, comes the reality of permanent separation.

But if the body is never brought back to the family, and the death is never officially confirmed, then families must live with the struggle of not knowing their loved one's fate. Maureen first heard news of her husband's accident from a newspaper article about a plane shot down near the Philippines. Even though the pilot was unidentified in the story, Maureen thought of Joe. Her hunch was eventually confirmed.

"It was devastating," said Maureen, who was 26 at the time. "It was like someone had torn my heart right out

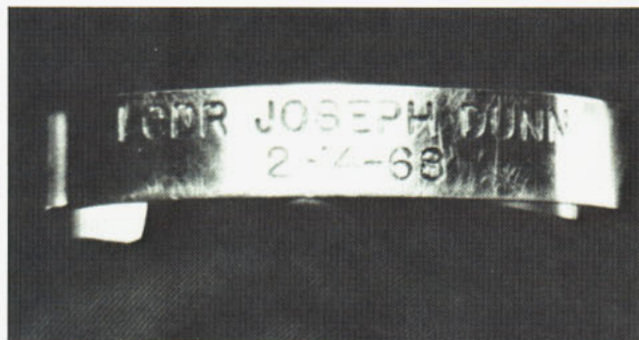
and yet expected me to keep on breathing." The Duns had been married not quite three years. They had an infant son. Despondent for almost a year, Maureen finally resolved to rebound from feelings of isolation and grief, and to continue with her life as it was before the accident. She refused to consider herself a widow, though, until she was certain of her missing husband's fate.

Her family and friends in Massachusetts formed the "Where is LT Joe Dunn?" Committee. They held meetings, wrote letters to politicians pleading their case and that of other families with loved ones missing in action and gained support all over the United States. They printed and



Photo courtesy of National League of Families

LT Dunn was meritoriously promoted to lieutenant commander following his disappearance in 1968. His was the first name to be engraved on a POW/MIA bracelet.



distributed "Where is LT Joe Dunn?" bumper stickers, and when Prisoner of War/Missing in Action bracelets were created, "LT Joe Dunn" was the first name to be engraved on the metal.

In 1970, the committee selected Washington, D.C., for a nationwide meeting, and 500 family members, friends and supporters of the missing-in-action cause attended. That group was the forerunner of an organization now known as the National League of Families of American Prisoners and Missing in Southeast Asia.

"Every Thanksgiving, there are families that still set an empty chair at the table," said President George Bush. "In my frequent travels to cities and towns across America, I see many heartfelt demonstrations of support for the POW/MIA cause."

President Bush made these remarks at the league's 20th annual meeting held recently in Washington, D.C. The session was attended by 600 family members, veterans and concerned citizens, all seeking current information on official efforts to ac-

count for the 2,347 Americans still missing who may possibly be prisoners in Vietnam. Like Joe Dunn, some personnel have been unaccounted for since the 1960s.

"The divisions that resulted from our involvement there [Southeast Asia] shook our country to its core," President Bush told the league. "But as tragic as the loss of a loved one is, even more difficult to endure is the uncertainty which, for you, has extended over so many years.

"Now, we are coming to a time when the divisions of the Vietnam War are healing," the President said. "We have to let go of the bitterness of the past. Yet, we will not forget — we will never break ranks."

Some of these MIAs/POWs are suspected to have been captured; others are thought to have died in ground combat in areas under near-total control by the North Vietnamese forces. The U.S. government works under the assumption that there are still some Americans being held captive, and officials have pledged to take action should any reports of

live-sightings prove true.

As of last summer, the statistics on Americans missing or unaccounted for as a result of the conflict in Southeast Asia are as follows: in North Vietnam, 622 U.S. personnel; South Vietnam, 1,088 personnel; Laos, 545; Cambodia, 82; and China, six. The families of the missing are petitioning to have their loved ones returned or to have their remains repatriated (returned to their birth country).

Since August 1977, the Vietnamese have repatriated 227 remains, largely as a result of a visit by retired Army General John W. Vessey Jr., the Special Presidential Emissary to Hanoi for POW/MIA affairs. Vessey held the position during President Reagan's administration, and was reappointed by President Bush in January 1989.

Identification of remains is being conducted at the Central Identification Laboratory in Hawaii. Less than half of these returned remains have been identified, and many are believed to be of Southeast Asian mongoloid origin. Others are too fragmented for

reliable final identification.

In a family's drawn-out and painful process of waiting for answers, the organization of the National League of Families is there for support. The league publishes a bi-monthly newsletter giving the latest information on POW/MIA issues, and listing the names of servicemen repatriated that month. It pushed for the establishment of an annual National POW/MIA Recognition Day, and the official league flag which flew over the White House in March 1989 has been permanently installed in the U.S. Capitol rotunda.

Although the league's support may ease the pain somewhat for families, the waiting continues for all, including Maureen Dunn. No timid widow dressed in black, she's strong-willed and considers herself to be "spunky," traits she says her husband was attracted to. Now 47, Dunn travels the country hoping to keep alive the memories of those still missing. She admits it's sometimes a tiring job.

On some days her family talks freely of Joe Dunn — repeating his old sea stories and laughing over classic Joe Dunn pranks. On other days, he's not mentioned at all. "We don't talk about Joe like he's here, and we don't talk about him like he's dead," Maureen said. "We know he's never going to walk through that door again, but he's very much a part of our lives. We don't have any little memorials with altars and candles burning — none of these things. Joe wouldn't have wanted that."

If by some miracle Maureen were to get a phone call from Joe saying he was on his way home, she'd probably weigh the pros and cons of reconstructing a marriage torn apart by war 21 years ago.

"Needless to say, Joe would have

changed," Maureen said, "and I've changed, too. But when I fell in love with this guy, it was 'for better or worse' — and these could be considered the worst years for us. He was my best friend.

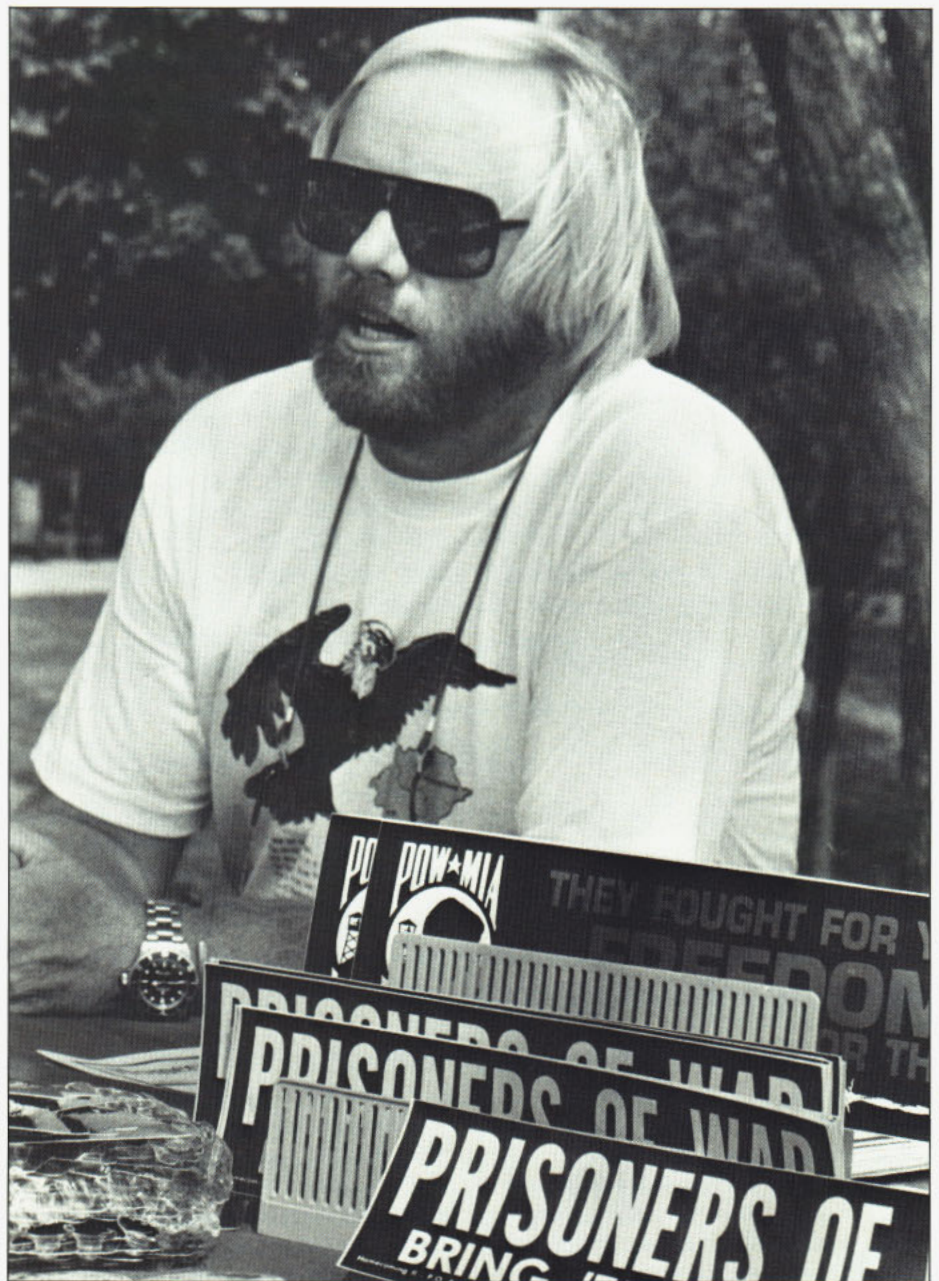
"If Joe came home now, and couldn't live with me, I'd understand that and deal with it. He deserves to find whatever makes him happy. But if our reunion *did* work out," Maureen said, "I'd have a big new

wedding with all of our new friends and do our vows again, because literally, we were cheated.

"If Joe is not alive — it is just as important to me to have his remains here at home where he belongs, as it is to see him walk through that door," she said.

"He doesn't belong there — he belongs here." □

Price is a writer with All Hands.



Larry Bice helps keep memories alive at the Vietnam Veteran's Memorial in Washington, D.C.

Thousands cheer Great Lakes cruise

USS Boulder shows colors in U.S., Canada.

Story by JO1 Sue Palumbo

Sailors and Marines who participated in the annual Great Lakes Cruise got "red-carpet treatment" that stirred their patriotism.

"Nothing can compare with the rush you get when little old ladies come up and give you a kiss and say 'thank you' for being in the military," said Damage Controlman 1st Class John J. Fletcher. "I love it. It makes Navy life all worthwhile."

Fletcher was one of 400 sailors and Marines who sailed the Great Lakes on USS *Boulder* (LST 1190) as part of an annual public relations tour. During the two-and-a-half month cruise, the tank landing ship visited more than 20 ports in the United States and Canada.

With four ports left to visit on the cruise, CDR Gregory Ertel, the ship's captain, saluted the 175,000th visitor in Lorain, Ohio.

Several ships have made the Great Lakes Cruise during the last 12 years, but it was the first time a tank landing ship with Marines embarked made the tour. The 170 Marines on board *Boulder* are assigned to the 2nd Marine Division, Camp Lejeune, N.C. In some ports, the Marines staged for the public a mock amphibious assault that simulated a beach landing.

"For most of us, this was the best

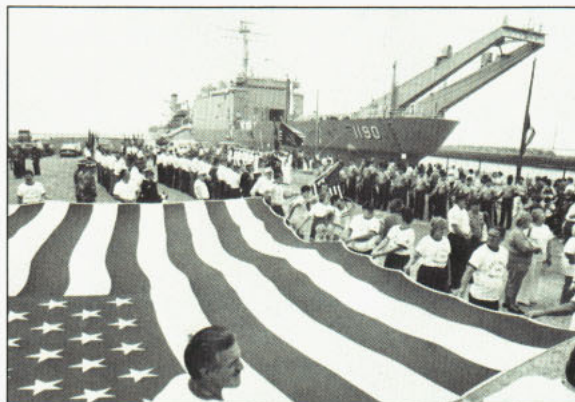


Photo by JO1 Paul Hancock

A Cleveland veteran's group toted its 100-foot-long U.S. flag to several ports in Ohio to show support for the Navy.

cruise we've ever been on," said Marine Corps Lance Cpl. William Carey. "There were protestors — we knew there would be. But they were so outnumbered by those who wanted to see us that it really didn't matter. The majority was with us."

Carey said that in many ports, the crew and Marines were treated to elaborate receptions, parades and festivals in their honor. Thousands of spectators waited on the piers and beaches to greet the men in uniform. The ship's softball teams were escorted to their games in police cars complete with sirens.

Not all of the cruise was fun and games. Sailors and Marines stood by for hours answering questions, as

thousands of visitors came aboard. During a port visit in Cleveland, more than 12,000 people toured the ship in one day. A 10 to 12-hour workday was not unusual for those who stood duty every third day, manning displays and acting as tour guides.

Even the most dedicated sailor or Marine would acknowledge that answering the same questions over and over became

tiresome. However, Fletcher said that he led one tour that compensated for all the repeated questions. Two of the people on that tour were blind.

Fletcher explained everything in detail and took the two from one end of the ship to the other. By the time the tour was over, they knew how many steps it took to reach each area and what it felt like to touch a "steel beach."

"It meant so much to them — they had no idea what a ship was like," Fletcher said. "They wanted to learn everything and touch everything. When the tour was over, the lady gave me a kiss and a hug and said she hoped all sailors were like me because then she could be proud. That made it for me." □

Palumbo is assigned to PAO, Navy Recruiting District, Cleveland.

Navy Leader Development Program

*New training to prepare sailors
for Navy of 1990s and beyond.*

Story by JOC Robin Barnette

You stand proudly at attention as the letter frocking you to the next higher paygrade is read in front of all hands at your command:

"... you are hereby authorized to assume the title and wear the uniform of a . . . Your appointment carries with it the obligation that you exercise increased authority and willingly accept greater responsibility. . . ."

You've worked hard for this day and you're looking forward to wearing that badge of achievement — another chevron on your sleeve, or that anchor on your collar. The frocking letter confers on you that right, as well as giving you more authority and responsibility.

But what that letter *can't* give you

are the leadership skills you need to carry out these new duties.

Since 1978, LMET — Leadership and Management Education and Training — has been the Navy's formal leadership training program. LMET was generally considered successful. However, not enough sailors have attended the training.

"People who have attended LMET rave about it," said Master Chief Petty Officer of the Navy Duane R. Bushey, "but we weren't reaching enough of the Navy."

Statistics show that only 44 percent of E-6s have attended LMET, and a scant 25 percent of E-7s have completed LMET for chief petty officers.

"We have a lot of young first class petty officers, and chief and senior chief petty officers, who are good people," said Bushey. "They've advanced to their positions because of their proven abilities, but they don't have all the tools to work with yet in dealing with people."

To meet this need for leadership tools, the Navy Leader Development Program is replacing LMET.

NLDP will teach the basic leadership skills that LMET covered, but in a more condensed format — one week instead of two — so it will be easier for busy commands to let people attend. The course will present material in everyday language. NLDP courses will also be mandatory for advancement, from petty officer indoctrination for new E-4s right through the course for leading petty officers and a chief petty officer course.

"We now recognize that you shouldn't wait until you're a first class petty officer and *then* worry about leadership," Bushey said. "Leadership starts with the nonrated and works up."

In the first step of establishing NLDP, NavOp 079/89 announces that completion of the leadership course is required for advancement to chief or senior chief. By their terminal eligibility date, Jan. 1, 1992, all first

class petty officers must have completed the new, one-week LPO course under NLDP, and chiefs must have completed the CPO course, by Oct. 1, 1992, to be eligible for advancement. First class petty officers who have completed LPO LMET, and chiefs who have taken CPO LMET, need not take the NLDP courses.

Because it's mandatory, the Navy's leadership training will affect every sailor's practice of leadership. However, Bushey said the concept of NLDP goes beyond the formal requirement of classroom training.

"You can get some of the basics in the classroom, but when you come back aboard the ship, let's have the senior enlisted teaching the junior enlisted about leadership," the MCPON said. "We can make that everybody's responsibility."

Bushey called for the master chief and senior chief petty officers with more than 20 years time in service to return to their traditional roles of leading the CPO mess aboard ship. He also pointed out the need for warrant officers and division officers to take more responsibility for leadership, and for chiefs to be more involved with training junior officers.

Another important part of the new NLDP initiative is command indoctrination.

"For a person checking aboard, how they're treated in the first three to five days makes a major impact on how they will do during the rest of their tour at that command," Bushey said. That's especially true of new sailors checking in for the first time. Every command will be required to have an "indoc" program, although each command will be able to set it up to meet their unique needs, within certain guidelines established by a new instruction.

Concern about the need to get "back to basics" in the Navy's enlisted community began years ago — MCPONs have considered it an issue since 1982. But things really took off

recently when the fleet and force master chiefs who make up the Chief of Naval Operation's advisory panel began focusing on leadership. The panel's conclusion was that there was a leadership problem in the Navy. This, combined with figures showing a 33 percent attrition rate among first-term sailors, made a change in the Navy's approach to leadership training a necessity.

Bushey illustrated the problem by describing a visit he made to a brig on one of his recent trips.

"The CO of the brig said to me, 'About 80 percent of the people I've

"We need successful leaders to share their experiences. . ."

got here in this brig right now I'd go to sea with today. They're not bad sailors — somebody didn't take care of them at the right time. They had a problem and somebody wasn't listening,'" Bushey related. "And that CO showed me a stack of paper work on people who have been discharged from the Navy who came through the brig, and on the sheets the inmates fill out afterward they said, 'I finally got to tell someone what my problem was here. I wish somebody had listened to me when I was out there — but every time I tried to talk, they said they didn't have time.'"

The MCPON said there are many examples of excellent leadership in the Navy, but in too many commands there isn't enough concern for sailors as people. Poor leadership skills have lost the Navy quality sailors, and with a declining population of young people for the Navy to recruit from, this loss is a luxury the Navy of the 1990s cannot afford.

"Some people aren't focusing on

the right issues in taking care of our people," Bushey said. "We became a throwaway Navy. It was real easy not to deal with a problem — real easy to say, 'Well, send me another one.' But now there's no more to send.

"We have to deal with retention of our first-termers. That's leadership," he continued, challenging senior enlisted to meet the needs of a changing Navy. "We have more women in the Navy today than we've ever had before — how do we deal with that? That's leadership."

Other NLDP initiatives you can expect in the near future include:

- Expansion of mandatory leadership training to *all* petty officers, not just those going up for advancement to chief and senior chief petty officer.
- Development of leadership training for officer personnel.
- Establishment of a career information program for officers and senior enlisted personnel to help broaden their professional information horizons.
- Revision of advancement evaluation factors to determine and recognize leadership effectiveness.

"Our purpose in the NLDP is to plant seeds for the future," Bushey said. "We need successful leaders to share their experiences in the classroom. We need successful leaders at sea and in arduous assignments to cultivate what they've learned in the classroom."

The new Navy Leader Development Program is designed to provide continuous leader development opportunities for all hands throughout their careers — from swearing-in to piping-over. □

Barnette is assistant editor of All Hands.

NLDP is directed by the Command Excellence and Leader Development Division (OP-152), NMPC. For more information call commercial (202) 694-2608, or Autovon 224-2608.

Lookout

The oldest watch in the Navy

Story and photos by JO1 Kip Burke

Technology has revolutionized naval warfare in the last 30 to 40 years, changing the role of the average sailor from "swab jockey" to technician.

But the lookout — equipped with binoculars and sound-powered phones — doesn't seem to have changed a bit in half a century. In fact, his basic job is the same as that of the lookout high in the rigging of a Phoenician trading ship that sailed the Mediterranean waters 3,000 years ago — and just as vital.

"You're the eyes of the ship," said Seaman Lee Polin, without taking his eyes off the horizon. "You've got to spot surface and air contacts, and try to identify them." Polin stands watch as starboard fantail lookout aboard USS *Theodore Roosevelt* (CVN 71), deployed with the U.S. 6th Fleet in that same Mediterranean sailed by the ancient Phoenicians.

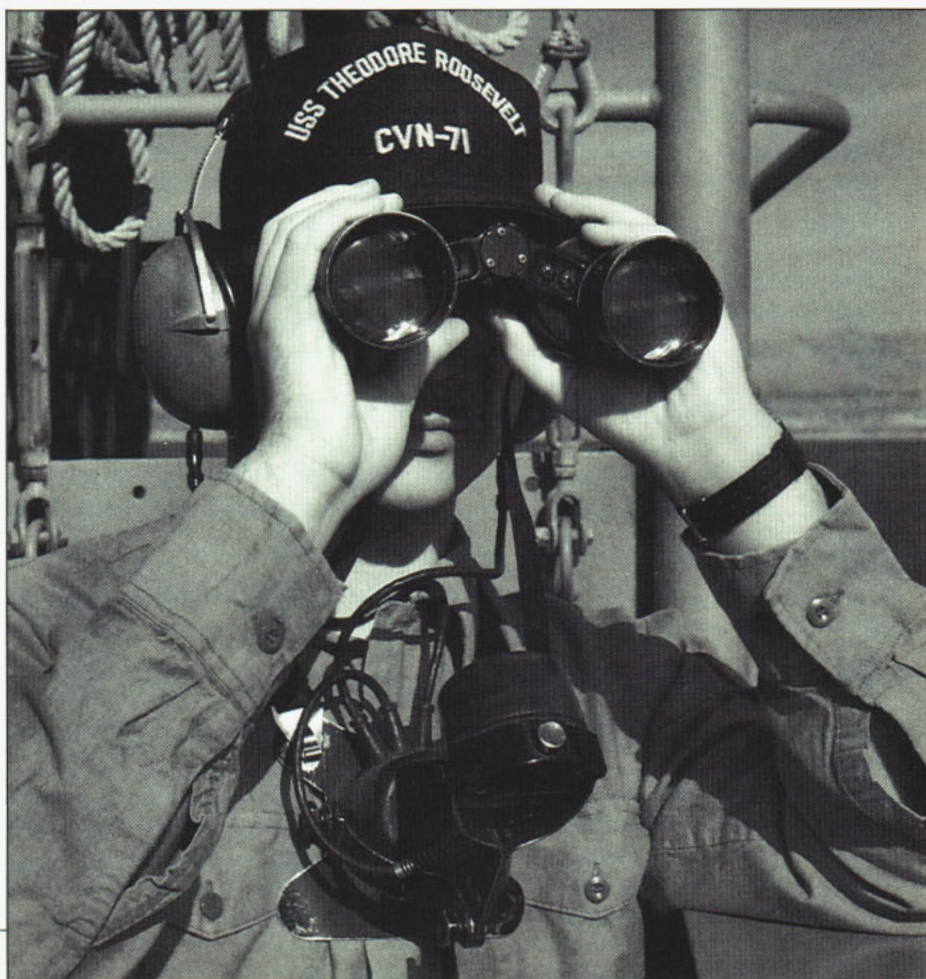
Of course, today's lookouts aren't the ship's sole means of observing the world around her. We now have radar that can find and track aircraft and

ships far beyond the range of the human eye, an ability only dreamed of before World War II.

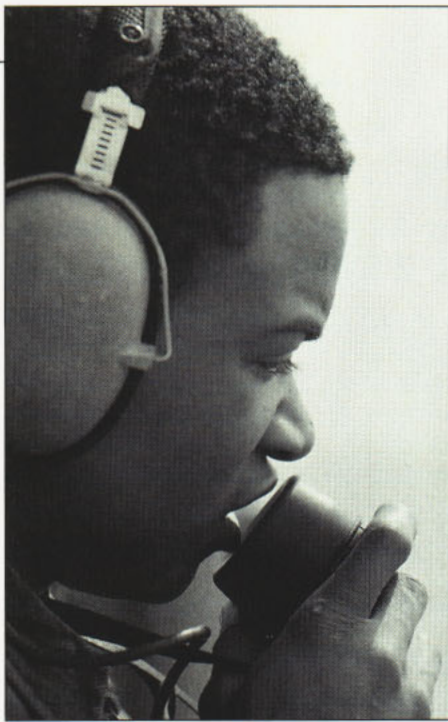
So, with modern phased-array anti-air and anti-surface radar connected

to high-speed signal processing computers and fire control systems, of what use is a set of eyeballs connected to the brain of a sailor?

Well, for one thing, no radar in the



Electronics Warfare Technician 3rd Class Donald Fox stands the lookout watch aboard USS *Theodore Roosevelt* during a special sea and anchor detail.



world can detect a fiberglass sailboat cutting across the bow of a carrier approaching a narrow harbor. And most radar can't tell whether that innocent-looking blip on the screen is a fishing boat hauling tuna or a speedboat hauling terrorists and explosives.

A lookout may be the only one who sees a shipmate has fallen overboard, then sounds the alarm, throws a life ring and a smoke flare overboard. That's what keeps lookouts alert during what could be a boring watch.

"We're really strict about paying attention on watch," said Polin. "If a guy goes overboard, we are his last chance."

When coming into and going out of port, and during difficult navigation situations, it's customary to "set the special sea detail." During these critical maneuvering evolutions, many ships use specialists from the operations department.

Aviation Anti-submarine Warfare Technician 2nd Class Stephen Bowman stands watch on "Teddy Roosevelt's" starboard bow during special sea detail and says that keeping track of bearings, ranges and ship identification during a difficult passage like the Strait of Messina — between Sicily and Italy — requires



the higher level of training that his rating and certain other ratings have.

For the most part, however, the job of lookout is part of a rotation. Junior seamen stand watch on the bridge as helmsmen — carrying out the conning officer's steering directions, as lee helmsmen — communicating the conning officer's orders to the engines and as messengers of the watch and phone circuit talkers. Then they rotate and stand forward or aft lookout. Each part of the rotation lasts about an hour, keeping watchstanders alert and trained in each station.

Junior lookouts are trained in basic ship recognition, judging relative bearing and distances and sound-powered phone procedures.

Standing watch as a lookout, despite the responsibilities, is usually the preferred part of the rotation for most watchstanders.

Lookouts say they like the solitude of the watch. And, they say, they like

Above left: Seaman Apprentice Robert Cooks mans the forward lookout position. Above: SN Lee Polin watches for air and surface contacts. Lookouts on U.S. Navy ships today do the same job done by sailors for thousands of years.

escaping the pressure of close supervision that they feel when they are manning the helm.

The worst part of the job? Just like his Phoenician counterpart, today's lookout is at the mercy of the weather.

"When it's sunny and warm, it's great — and it doesn't hurt my tan," said Polin. "But in the North Atlantic, it's usually cold and rainy. I wear long johns, foul weather gear — even blankets — and I still freeze."

But — just like thousands of sailors for thousands of years — he keeps a sharp lookout. □

Burke is assigned to the 6th Fleet Public Affairs Office.

Deputy SecDef addresses issues

Atwood meets with editors.

Donald J. Atwood, the Deputy Secretary of Defense, took office April 24, 1989. He recently invited the editors of All Hands, Soldiers, Airman and Marine Corps magazines into his office for a discussion of issues important to those services and DoD. The following is a summary of some of the perspectives the Deputy Secretary shared with the editors.

On DoD's response to procurement scandals.

Atwood discussed both the Department's willingness to work with Congress to avoid problems in the future and initiatives being taken within DoD to streamline and otherwise improve procurement. "We need to work with Congress to minimize the micro-management that sometimes goes on and to reduce the number of reports and reviews that are provided to Congress," he said.

Atwood emphasized that DoD is taking its own steps to improve procurement procedures, without waiting for congressional investigations to run their full course. "As soon as Congress does take action, we will have our best people working with staff people on the Hill to work out any problems," he said. "Every congressman I've talked to is very supportive."

Atwood went on to describe the executive committee headed by Secretary of Defense Dick Cheney and including the Chairman of the Joint Chiefs of Staff and the two Under Secretaries. "We will discuss, very openly, all problems and other issues, every week, and we hope to make



Photo by SSGT Phil Prater, Soldiers Magazine

some major revisions to the way we're doing business," Atwood said.

On a related topic, ethics in dealing with vendors and contractors, Atwood spoke of the need for those in government to develop a strong code of ethics. "We also want the industry itself to develop a strong code of ethics and we want each one of the companies to start enforcing it," he said. "We're deadly serious about that."

On minimizing the effect of possible future budget constraints on benefits for military people.

Atwood noted that Secretary Cheney has established certain areas that will not be cut — he referred to these areas as "untouchables," and included personnel accounts under that heading. "We're not touching people programs," Atwood said. "We intend to go forward with scheduled pay increases, for example." He went on to

acknowledge his concern about what he called the "sky-rocketing costs of health benefits." But he insisted that attempts to control those costs would not reduce the quality of health care.

Atwood also spoke of the problems of personnel retention during budget constraints. Medical specialists and pilots were of key concern. He spoke of legislation proposed by Senator John Glenn (D-Ohio), that could provide funding for retention bonuses directed at selected military specialties.

On the question of reduced worldwide U.S./Soviet tensions having a potential impact on the size and funding of the U.S. military services.

Atwood acknowledged the reduction of U.S. ground forces in Europe, but noted that it was a "relatively small" reduction. He characterized a recent easing of tensions and progress in arms negotiations as "good news." He also saw economic problems in Poland, Hungary and the Soviet Union itself as evidence that "the communist system, from an economic standpoint, is a failure."

But he also noted that, even with great changes occurring in the communist world, "We're not yet dealing with democracies — we're dealing with people who have, in the past, talked one way and acted another."

Based on that, Atwood said it is far too soon for major U.S. personnel or weapons reductions. He said he hoped for a day when world tensions would diminish to such an extent that real, long-lasting weapons reductions would be possible, but he emphasized that the day is not yet here.

On the topic of women in the military, in specific response to assertions made in Brian Mitchell's recent book, *Weak link: the feminization of the U.S. military*.

"I believe his premises are absolutely wrong," Atwood said. He noted the greatly expanded military roles

women have taken on in recent years. "The women in today's armed forces are an increasingly valuable asset."

He believed the role of military women would continue to grow.

"I won't go so far as to say that I see the day when women will go into combat," he said. "But I do think their role is extremely important, it's growing and I see great acceptance among the most responsible leaders in the military. Mitchell is wrong," Atwood concluded. "Time will prove that he is wrong."

On the role of the U.S. military in the war on drugs.

The Deputy Secretary noted that many U.S. military units are already

"I have never seen a time when . . . we had better men and women in the armed forces than we have today."

active in the war on drugs, particularly in supporting interdiction. He suggested that there may be a role for Army and Air National Guard forces in enforcement, but that this is a question for states to deal with.

Atwood said that armed forces have been and will continue to be most helpful in monitoring detection of drug runners and integrating communications in support of apprehension by law enforcement agents. He saw a third major area of military contribution to be training of civilian law enforcement agencies, both in this country and in other nations (if requested) in communication and interdiction efforts.

But Atwood stopped well short of suggesting that the drug war be turned completely over to U.S. military forces. "Clearly, there's a limit to what the military can undertake in this area," he said. "We do not want military people to be in a mode where they can arrest people. We're not in the law enforcement business."

Atwood also cautioned against any unilateral incursions into other nations. "We want to be extremely careful about any activities in other countries," he said, "to make sure that if they ask for our help, that help would be in the area of training — we don't want our forces doing any combat in these countries."

Despite his call for caution, Atwood said, "We can increase our efforts and increase the intensity of what we are already doing in training and in providing equipment and facilities to law enforcement people."

On what he would say to military men and women everywhere, if he could speak to them personally.

"I would tell them that I have never seen a time when I thought we had better men and women in the armed forces than we have today. I think they are the best people that we could ever hope for," he said.

"And we intend to see that they are always well-trained, always well-equipped," he added. "I want us to do everything we can to ensure that morale is always as high as it is today." Atwood said the way to keep the best people in the military is to treat them right and train them right.

"We have to make sure that we keep the people programs going, keep the kind of equipment available that will enable these excellent men and women to continue to make up the finest fighting machine we could ever put on the face of the earth," he said, "and then hope we never have to use it." □

‘If you can’t stand the heat...’

Propulsion division keeps Forrestal steaming.

Story by W.W. Reid, photos by PH1(AC) Scott M. Allen



The thermometer registered 102 degrees.

"It's probably much hotter than that!" Boiler Technician 1st Class James Chebetar had to shout to make himself heard above the roar of boilers in the huge engine room. To prove his point, Chebetar moved the thermometer away from the cool air vent where it normally hangs and tied it to a small pipe overhead on one of the walkways. The mercury quickly climbed to 104.

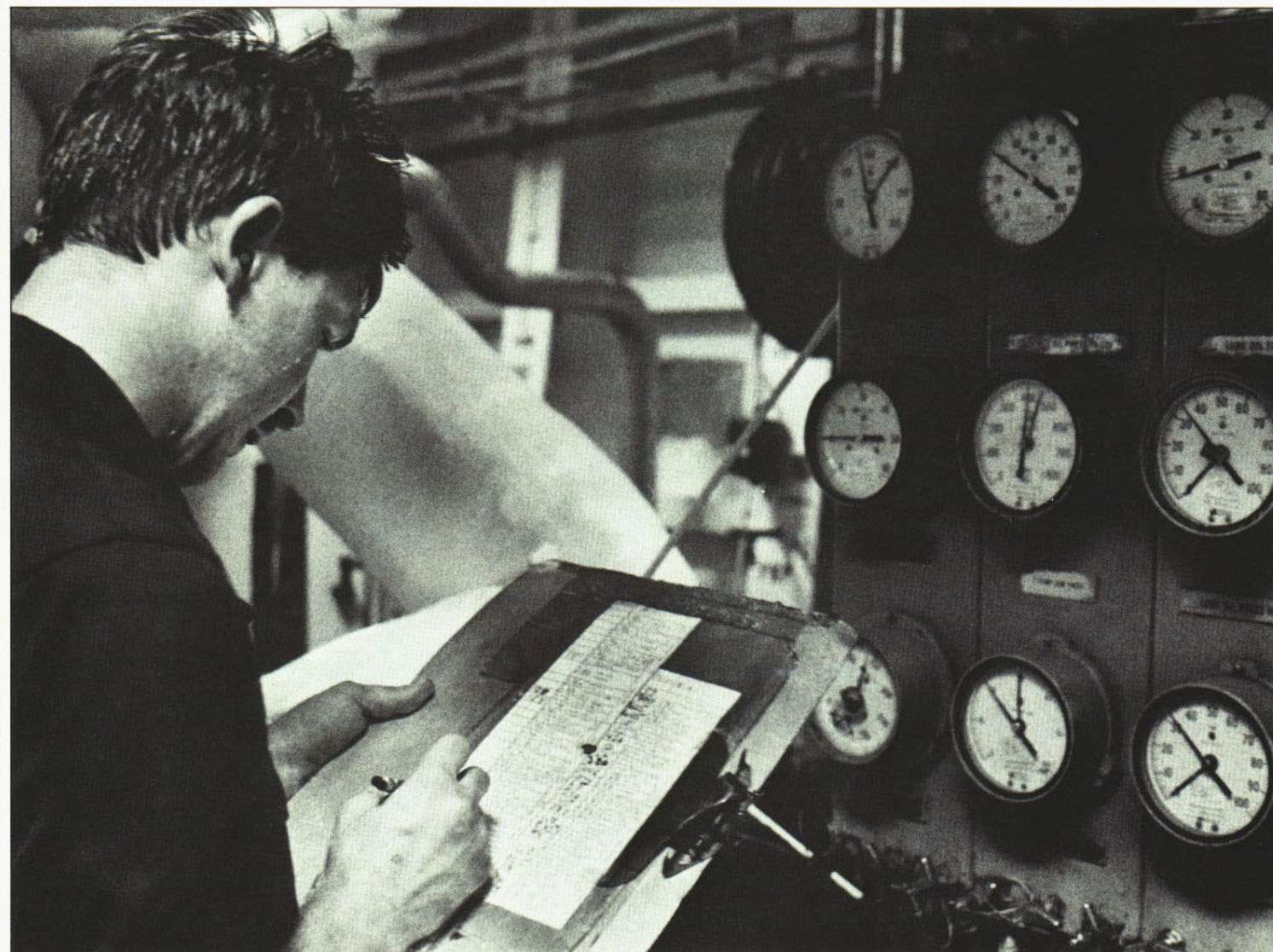
"We usually leave it by the air vent, because that's where we have to go for relief," Chebetar shouted. "If it gets too hot by the cool air vent, then we've got a problem."

In the engine room of USS *Forrestal* (CV 59), there are many problems to be overcome on every watch — most of them relating to heat, noise and keeping a 30-year-old powerplant running smoothly.

"It's a constant challenge for all of us," said LT Reginald Rhoe, *Forrestal's* forward propulsion plant officer. "Besides our normal, day-to-day operations — which are tough enough — we also drill constantly, going through the BECCs," Rhoe said.

These basic engineering casualty control exercises are designed to put each member of the different teams that make up the propulsion division

BT3 Nicolas gets ready to light one of *Forrestal's* big boilers, using the "duty torch."



through all the procedures they must master in order to properly run the engineroom.

Rhoe has the ultimate responsibility for ensuring that everything runs smoothly down in his engineering spaces, but the immediate responsibility for day-to-day activities falls to the leading petty officers of the watch.

BT1 Chebetar heads up his watch team, assigned to No. 1 Main Machinery Room — MMR 1 — for two four-hour watches per day. The team monitors the engineering systems in the air-conditioned control room. "But we can't run the power plant exclusively from the con-

trol room," Chebetar said. "We have to get out there and see for ourselves."

A qualified petty officer of the watch takes a tour of a designated engineering space every 15 minutes, making sure there are no problems with either people or equipment in the space. Machinist's Mate 3rd Class Todd Austin took his turn, moving among the boilers, condensers, valves, pumps and pipes. (As he walked under Chebetar's thermometer, it read 110.)

"I'm basically on a messenger watch," Austin said. "I take hourly readings on all the different pumps and condensers. It takes about 15 to

MM3 Austin has to get all the required readings — no matter how hot it gets in the engineering spaces.

20 minutes to get all those readings, and I do it every hour."

Austin's tour takes him as far down as it is possible to go aboard *Forrestal*. "I have to go down into the shaft alleys, where the propeller shaft goes out through the ship's hull," he said. "There, I check the bearings, various temperatures, sump levels and the condition of the bilges."

To get to the shaft alley, Austin has to climb straight down seven vertical ladders passing through a small hatch cover opening at each deck. By the

Engine room

How low can you go? MM3 Austin has to descend seven ladders to get down to *Forrestal's* shaft alleys.

time he has worked his way down, taken his readings and climbed back up, Austin has had a workout. "I guess you have to be in fairly decent shape to do this," he said with a grin, as sweat dripped off the end of his nose. "Or, if you aren't, you soon will be."

As Austin made his way back to the relative comfort of the MMR 1 control room, he passed Chebetar's thermometer, which read 112 degrees.

Forrestal gets her power from steam-driven turbines and that steam comes from her boilers. Maintaining the proper heat level in those boilers is the job of, among others, BT3 Alix Nicolas. "I check to make sure we have the right amount of fire heating the water that goes to the main turbines, and all the other steam-driven equipment," he said. Nicolas carefully controls the amount of fuel and air that are fed into an atomizer that blends the two into a mist and is then ignited.

Once ablaze, that explosive flame continues to roar, superheating the water to make the steam that drives the equipment that runs the carrier.

If the flame goes out or is deliberately secured to allow maintenance, it soon has to be re-ignited. "*Forrestal* needs all her boilers on line," said Rhoe, "especially during flight ops."

Nicolas is part of the team that restarts the boiler fire with a special torch, actually a black metal rod, about six feet long, with flammable fabric wadding wrapped around the end. The torch is kept in a tube near

the boiler openings. The storage tube contains fuel oil, so the torch is always ready to go to work.

And how is the "duty torch" ignited?

"With the 'duty Zippo,'" said Chebetar with a grin as he fished around in his pocket and produced a classic silver cigarette lighter.

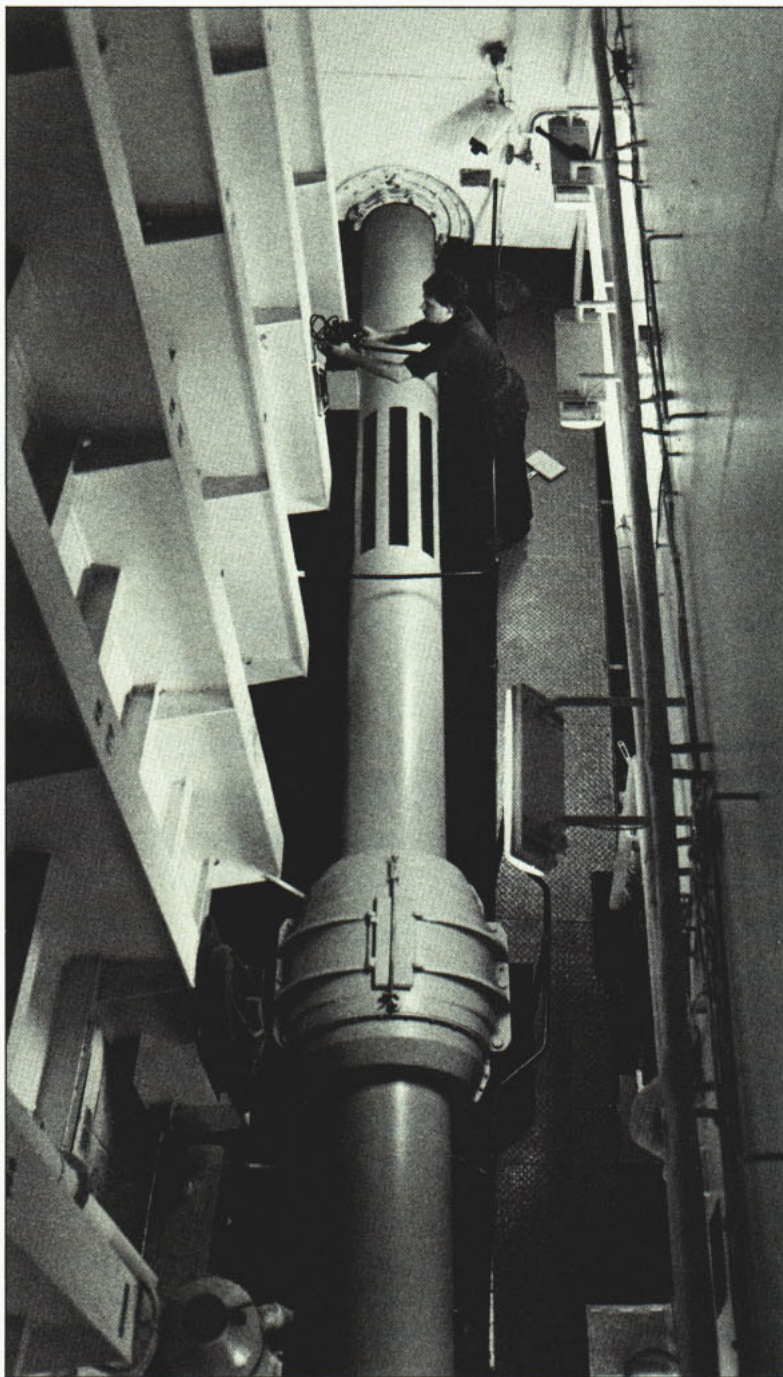
Nicolas donned a flame-resistant hood and fireproof gloves that reached up to his elbows. He withdrew the torch from its tube and carried it to a fire bucket. Three shipmates with

fire extinguishers surrounded him as he held the torch over the bucket. Nicolas stood his ground as Chebetar put on his fireproof glove, flicked his Zippo and lit the torch before backing away.

After Nicolas withdrew his torch from the boiler door and smothered it in the fire bucket, the team members manning the fire extinguishers stood down. "It's not as dangerous as it looks," said Chebetar, "but we do have to follow safety procedures."

Nearby, Chebetar's thermometer





Left: In the shaft alley, the watch has to take a number of vital readings. Below: MMFN Roberson proves *he* can take the heat, as he disassembles a lube oil purifier.



showed 114 degrees.

The big boilers don't just heat water to make steam for the turbines, they also evaporate sea water, allowing the vapor to be recaptured as fresh water in condensers.

"We can 'create' 400,000 gallons of fresh water from sea water per day, if we need to," said Chebetar.

Maintaining the condensers is an important part of MMFN David Roberson's job. On his normal watch, Roberson is in charge of monitoring the main condenser, servicing the

main condensate pump and checking the lube oil temperature for all machinery that supports the condenser system.

"Right now, I have to disassemble and clean the No.1 lube oil purifier," Roberson said as he moved along a catwalk, mopping his brow. "The parts are usually too hot to touch, so we have to use rags to handle the filter assembly part."

"The guys who work in the engine room don't always get the glamor and publicity that go to the people on the

flight deck," said Rhoe. "But the work they do down here is just as important as anyone's — maybe *more* important," he said. "After all, if these big boilers aren't working right, there's no steam for the catapults, no power for the turbines, and *Forrestal* is just a big, impressive piece of steel, floating in the ocean."

Swaying slowly overhead, the thermometer read 116 degrees. □

Reid is editor of All Hands. Allen is a photojournalist with All Hands.



When the Russians came to town

Soviets come in peace for historic Norfolk port visit.

Story by LT Jeff Alderson, photos by PH1(AC) Scott M. Allen



"That guy can really drive a ship!" said a U.S. surface warfare officer on the pier.

The officer was one of an unusually large crowd of visitors watching as a ship maneuvered to the pier with no help from tugs.

The ship's captain had an expert feel for how to handle his twin screws and four gas turbine engines. He glided his massive craft to the quay wall at the head of Pier 7 at the Norfolk Naval Station with the skill of a seasoned veteran of many sea and anchor details.

The cruiser moored and raised the colors, but instead of the "Stars and Stripes," the "Hammer and Sickle" was flying from the stern.

The Soviet navy had arrived. This

was the first Soviet visit to a United States port since 1975 when two Soviet ships stopped in Boston, and was only the second such port call since World War II.

Captain Grigory Ivanovich Frunza was the hotshot ship driver who brought the 10,500-ton *Marshal Ustinov*, a *Slava*-class cruiser, into port. Two more ships followed *Marshal Ustinov*: *Otlichnny*, a *Sovremennyy*-class destroyer, and *Genrikh Gasanov*, a *Boris Chilikin*-class replenishment ship. A total of 1,100

Opposite page: Soviet *Slava*-class cruiser *Marshal Ustinov*. Top left: Soviet officer presents arms. Left: Soviet officer gets his first look at America. Below: *Marshal Ustinov* arrives in Norfolk.



Photo by PH1 Jeff Elliott



Soviets came to Norfolk, July 21-25, for a taste of America.

The initial welcoming ceremony was in the Soviet tradition as First Deputy Commander in Chief, Soviet Northern Fleet, VADM Igor Vladimirovich Kasatonov shared bread and salt (an old Russian custom) with Commander Cruiser/Destroyer Group 8, RADM David B. Robinson.

"On our way to the U.S. coast we passed through those parts of the Atlantic where the seamen of our countries fought against Nazi Germany. This brings a reminder of those times. By working for better and closer relations now, we are creating a solid confidence in our future relations of friendship," Kasatonov said.

Then the ships were open for visits and many Americans had their first face-to-face look at a Soviet.

The Soviet sailors were shy at first, standing rigidly at attention in the sweltering July heat. Once Americans began pouring over the brows of the ships, the sailors started to mingle with their guests and ask questions. Some Soviets spoke English and if one of their shipmates did not, an interpreter was quick to rush to his aid.

"My father was on one of the ships in Boston," one Soviet said to a visitor. "I came in the Navy because he was in the Navy. He told me about America. I am glad to be able to visit here, too."

The Soviets had many chances to see the sights in America as their schedule included visits to a shopping mall, a pig roast at Towne Point Park, a picnic on the beach at Naval Amphibious Base Little Creek and con-



certs by Soviet and American musicians, as well as Americans coming to see the foreign ships.

The sailors were treated to the Busch Gardens amusement park in Williamsburg. The Americans at the park regarded the Soviets as celebrities. People were amazed at first to see the sailors in their uniforms wandering around the theme park.

One Soviet, Sergi, and his two friends walked up to the "Loch Ness Monster" roller coaster, stood beneath the first loop and, in unison, shook their heads, "No way!"

Sergi is from a province near Siberia and wasn't holding up well in the 90-degree-plus heat of the Saturday afternoon. He was a merchant sailor on *Genrikh Gasanov* and had seen ports in Italy, Yugoslavia and other Mediterranean lands, but said his favorite was Norfolk — despite the

often oppressive heat.

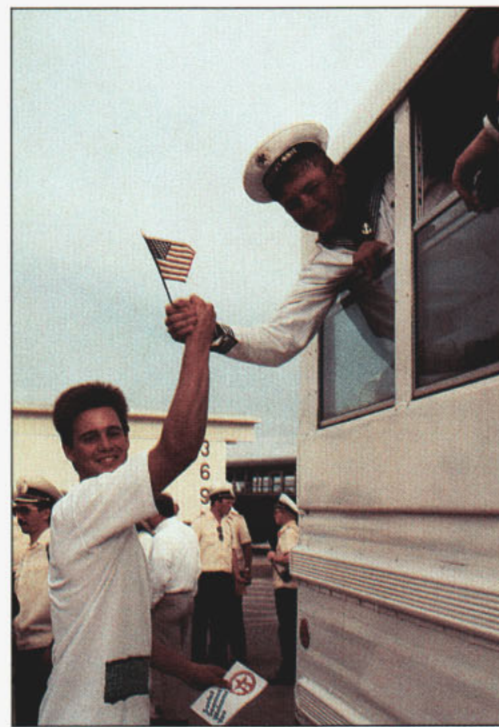
Everywhere the Soviets went, people came up to them, had their pictures taken with them and even practiced rudimentary Russian with them. Young girls seeking autographs waved slips of paper at the sailors in hopes of having Cyrillic letters penned on them. There were also "Navy-to-Navy" exchanges with Soviet sailors touring USS *Wasp* (LHD 1), USS *Eisenhower* (CV 69) and visiting commissaries and exchanges.

For four brief days, Soviets and Americans laid aside their differences and instead learned from each other, sharing their thoughts and ideals. It was a growing experience for both sides, a true "all hands" evolution. □

Alderson is assigned to Navy Internal Relations Activity, Washington, D.C. Allen is a photojournalist at All Hands.



Interaction between Soviet sailors and Americans included insignia swaps, formal military presentations, baby-kissing, beach volleyball and "high-fives" shared by new friends.



Восток встречается с Западом

... or, "East meets West"
during Sevastopol visit.

Story and photos by PH1(AC) Scott M. Allen



A heavy overcast darkened the August skies as the two U.S. warships, USS *Thomas S. Gates* (CG 51) and USS *Kauffman* (FFG 59), sailed through the Black Sea, headed for the Soviet port of Sevastopol. Then suddenly, as the ships approached the pier, rays of sunlight broke through the gray cloud cover. The skies turned blue, the clouds turned white and the sun warmed the chilly morning.

"I'll tell ya," said 6th Fleet Chaplain (CAPT) William Perry, "God likes what's going on and this is His way of saying so."

It was the first time a U.S. Navy vessel had been allowed to enter the port of Sevastopol and only the second time in 44 years that a U.S. Navy ship had visited the Soviet Union.

For the 600 sailors on board the two ships it was a once-in-a-lifetime opportunity — going to the Soviet Union, for a friendly visit, to meet people traditionally considered adversaries.

Gates and *Kauffman* moored in line with a row of Soviet ships where



they were greeted by thousands of curious Soviet citizens, all wanting to see an American ship and American sailors.

Even before the brows were lowered, the Soviet people tossed souvenir pins, cigarettes and rubles to the sailors. The sailors responded by

throwing candy, American change and their "dixie cups" into the crowd.

For the next four days the camaraderie between the American sailors and the Soviets became stronger. More than 25,000 Soviets toured the two American ships and had the opportunity to ask many



Photo by JO1 Kip Burke

Opposite page: Excited Soviets wave as USS *Thomas S. Gates* and USS *Kauffman* pull into Sevastopol and U.S. sailors crowd the rail to wave back. Top left: A U.S. sailor tosses his white hat into the crowd. Top right: U.S. sailors raise Soviet flag. Left: An unusual scene, USS *Gates* is moored next to a Soviet ship. Above: In the center of a friendly mob in a Sevastopol square, U.S. sailor signs autographs for enthusiastic Soviets.

questions about the U.S. Navy.

"I'm totally overwhelmed at the reception," said CAPT Curt Campbell, a reservist working as a Russian interpreter. "I think we all made friends here."

Every time the sailors left the ship they were met by a wave of friendly

and inquisitive Soviets.

"I have never in my life seen anything like this," said CAPT Albert Gram, head of the Russian interpreters. "I've had as many as 100 people around me at one time."

Everyone wanted a souvenir to remember this very unusual visit.

The U.S. ship ballcaps were the hottest trading items. One *Gates* sailor said he traded his ballcap for two Russian hats and a Soviet officer's uniform jacket. The trading of gifts between Soviets and Americans was so heavy at times it resembled Wall Street just before closing — but in-

Sevastopol

Right: Soviets touring USS *Thomas S. Gates* are treated to a hot dog lunch. Below right: Soviet dancers perform for their American visitors. Below: U.S. sailor is treated like a movie star by crowds of Sevastopol teenagers.



stead of stocks and bonds, the exchanges in Sevastopol were memories and mementos.

Children presented small trinkets to the sailors, families asked sailors to pose with them for pictures, others wanted a chance to practice their English and almost everyone wanted autographs.

"I feel like a movie star," said Senior Chief Boatswain's Mate James Cuddihy from *Kauffman*, as he was surrounded by admiring Soviets. "Everyone wants my signature."

The American sailors had an overabundance of things to do while in Sevastopol. The Soviets hosted sporting events, concerts, picnics and



dinners. They gave tours of the city museums, city monuments, state farms, wineries and open market bazaars. The American sailors were even allowed to tour the Soviet ships, inside and out.

"They are impressive ships in size and in weapons," said Electronics Technician 3rd Class Ronald Rawlings, from *Gates*.

As sailors walked through Sevastopol, the local citizens invited them into their homes to meet family mem-

bers, have dinner, learn about Soviet culture and exchange small gifts.

"I set up pen pals for my daughters with a Soviet family," said Chief Quartermaster Eric Smith. "I hope they can exchange letters."

Sonar Technician G (Surface) 2nd Class Jeffery Taylor said, "What they couldn't express in words, they expressed in kindness and wholehearted hospitality." □

Allen is a photojournalist with All Hands.



Left: Picking up souvenirs in a Soviet bazaar. Below: Sailors join in a "fun run" with their Soviet hosts. Bottom left: Soviet woman gives sailor a tearful good-bye. Bottom right: Farewell to Sevastopol.



Photo by JOI Kip Burke



Life on *Slava*

Walking tour of Soviet guided-missile cruiser.

Story and photos by PH1(AC) Scott M. Allen

As I walked up the afterbrow of the 10,000-ton, 610-foot Soviet guided-missile cruiser *Slava*, I couldn't help but recall all the bad things I'd heard about life in the Soviet navy.

I'd heard that there is no air conditioning in most of the living spaces aboard Soviet ships, and that there is such a shortage of fresh water on board that sailors can shower only once every ten days. I'd heard there is such a shortage of living space that sailors have to share racks, and that sailors have very little personal time or recreation time. I'd also heard that the Soviet ships aren't well maintained, and I expected to see a lot of rust.

In spite of all those rumors, I went on board *Slava*, which means "glory" in Russian, with an open mind. I knew it was one of the Soviet Union's newest ships and that some things on board would be in better-than-average condition compared to the rest of the ships in their fleet.

At the top of the afterbrow, I saluted the Soviet ensign, then was greeted by a Soviet officer, a translator, and the *Slava* sailor who would be my escort, *Starshohe Votoroy Staje* (Petty Officer 2nd Class) Artur Sviatenko.

The absence of non-skid on the flight deck and the apparent lack of paint on the weather decks surprised

me. Although the deck appeared to be unpainted, raw steel, it actually had a brown coating to protect it from corrosion.

As I toured the weather decks, I had the chance to look at a variety of weapons and radar systems. Everything seemed well maintained.

When we walked through the berthing compartments, Sviatenko explained, through the translator, that there are 12 to 24 sailors assigned to each compartment and that all the enlisted personnel have the same amount of living space regardless of rank.

The racks are similar to those on U.S. Navy ships, but stacked only two high. Each rack has a headphone jack that gives sailors a selection of three different types of music. However, there is less privacy than on a U.S. ship, because there are no curtains on the racks.

Each berthing space has its own television, explained Sviatenko, but most of the programing is news or political information.

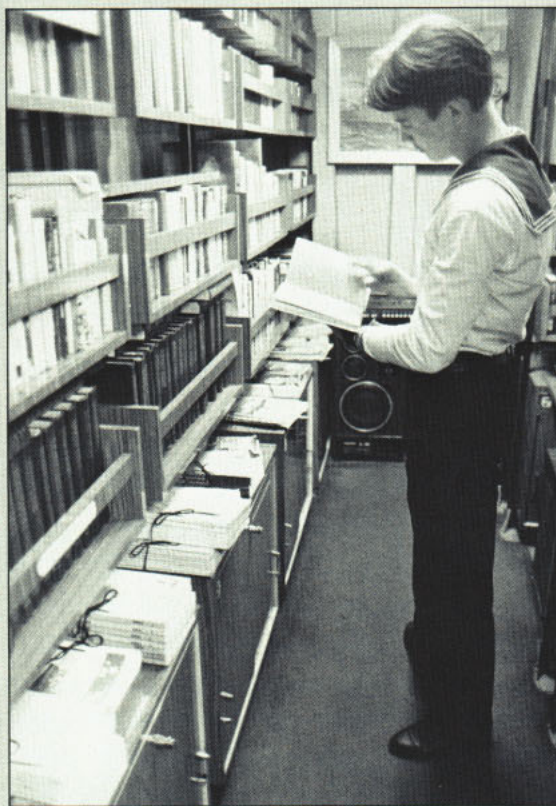
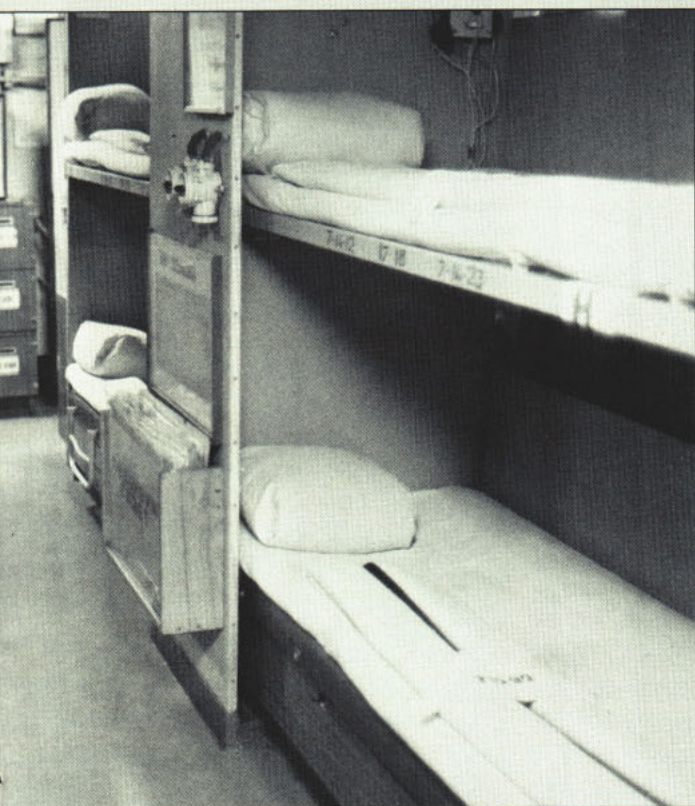
Sviatenko laughed when I asked if sailors have to share the same rack due to lack of space. "No, everyone has their own rack," he said.

For a ship's crew of just over 500, the mess deck was much larger than I expected, but the atmosphere seemed somehow more stark than on



board U.S. Navy ships. Most of the light came from the portholes. There were benches instead of individual chairs and no decorations on the bulkheads or tables.

When asked about the chow line, Sviatenko said, "There is no line. Everyone sits at the table and is served by the duty mess crew." I asked if junior personnel on board are



temporarily assigned to the mess deck for duty, as they are on U.S. Navy ships. Sviatenko answered that all enlisted personnel on board, no matter what their rank or seniority, share the duties of serving food and cleaning the mess deck.

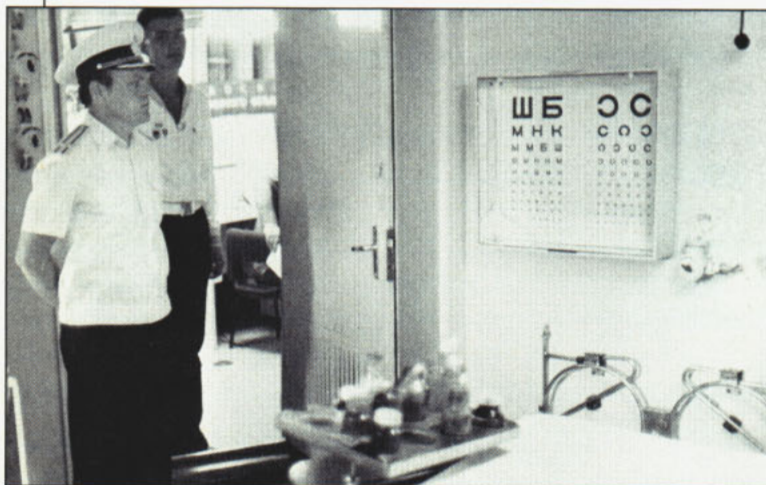
The officers' wardroom was grand compared to the enlisted mess deck. A bas-relief sculpture of Lenin

overlooked the huge room. The overhead was high and the bulkheads covered with engraved wood paneling. There was also an aquarium and many of the furnishings appeared very elaborate for shipboard life.

The medical spaces on *Slava* seemed much larger than those on U.S. Navy ships with the same size crew. However, the equipment

Top: *Slava* decked out for visitors. **Far left:** Enlisted berthing is simple, but roomy. **Above:** The ship's library has plenty of books, plus a reel-to-reel tape recorder for the crew's use.

Life on *Slava*



looked archaic. The duty corpsman said the medical department is run by two officers, one *michman* (similar to a warrant officer) and two enlisted men. He said that most of the medical work is routine, but added that they could do abdominal surgery if necessary.

As I walked out of the medical spaces, I couldn't help but notice a very large poster on the bulkhead. I could only read four letters of the poster because the rest of it was printed in Russian, but I certainly got the message — AIDS prevention.

Slava has a well stocked library, with a reel-to-reel tape recorder for use by the crew. Next to the library is the "Lenin reading room," where sailors can read all about the Father of Soviet communism and study other political material.

Not far from the library is the ship's museum. On display are awards, gifts, historical writings and photographs relating to the ship and the Soviet navy. I even saw a few familiar faces — pictures of former Secretary of Defense Frank Carlucci and Chairman, Joint Chiefs of Staff, ADM William Crowe — from their

recent visits to the Soviet Union.

The most surprising part of the tour was the sauna and swimming pool, complete with a waterfall! The pool was small, but it was certainly large enough for several sailors to cool off and relax in. "There is a sign-up sheet for anyone who wants to use the sauna or pool," Sviatenko said. "Most of the ships in the Soviet Navy have saunas, but only *Slava*-class ships have pools."

Sviatenko also said a typical work day gives Soviet sailors "more than enough free time while at sea." The day begins with physical fitness training at 7 a.m. "Everyone on board the ship is required to participate," he added.

After the exercise period, everyone goes to breakfast, then cleans the ship. By 9 a.m. everyone is doing his normal work. Before lunch, the sailors have to clean the ship again. Sviatenko called it "small cleaning" — it's similar to the "sweep down fore and aft" traditionally piped on U.S. Navy ships.

After lunch, sailors have two hours of personal time for rest, then they go back to work. Before dinner they do

Above left: It would take more than glasses for you to read this eye chart, but maybe a Soviet officer (left) or *Star-shohe Votory Staje* (Petty Officer 2nd Class) Sviatenko could help. **Above:** A swimming pool, complete with waterfall, is unique to *Slava*-class ships.

"small cleaning" again and after dinner they attend meetings. "A normal work day usually ends with evening tea around 8:30 p.m.," Sviatenko said. "Taps is at 10:30."

As I toured *Slava* I noticed a lack of firefighting equipment in the compartments and passageways. The ship also appeared to have fewer watertight doors than U.S. ships have.

Although the tour of *Slava* was very brief and hardly comprehensive, it was definitely an interesting first look at the Soviet navy.

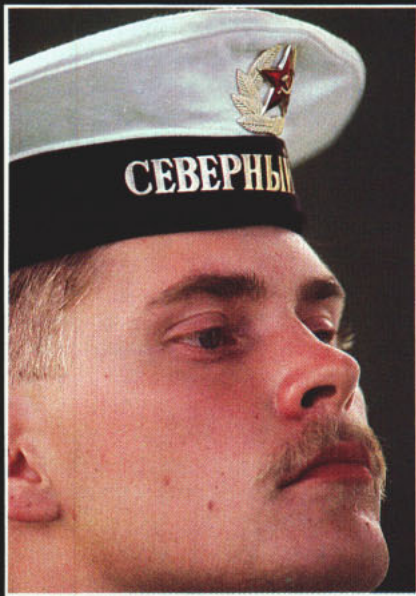
In spite of the many differences I observed between *Slava* and U.S. Navy ships, there was one striking similarity — Soviet sailors were as friendly and hospitable as I would expect American sailors to be, and they took as much pride in their ship and their navy. □

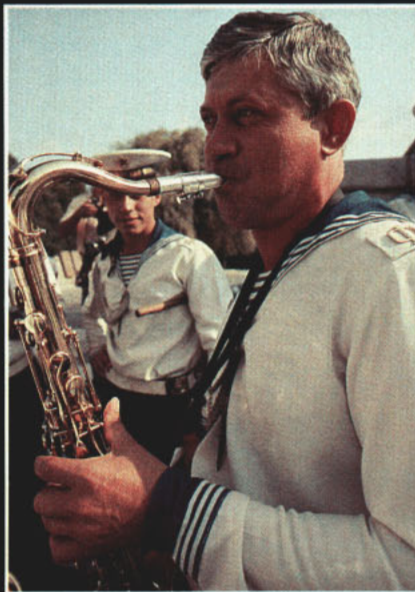
Allen is a photojournalist with All Hands.



Faces of Russia

A country whose borders were closed has finally decided to open. But relatively few U.S. Navy sailors actually had the chance to meet with Soviet sailors in Norfolk or Soviet citizens in Sevastopol. Scott Allen, while on assignment for *All Hands*, found himself looking into faces that seemed to welcome his camera's inquiry. He captured images for all hands to see. The result was a photographic gallery of Russian faces that speak for themselves.





A model presentation

Navy patternmaker creates lasting gift for Soviet fleet.

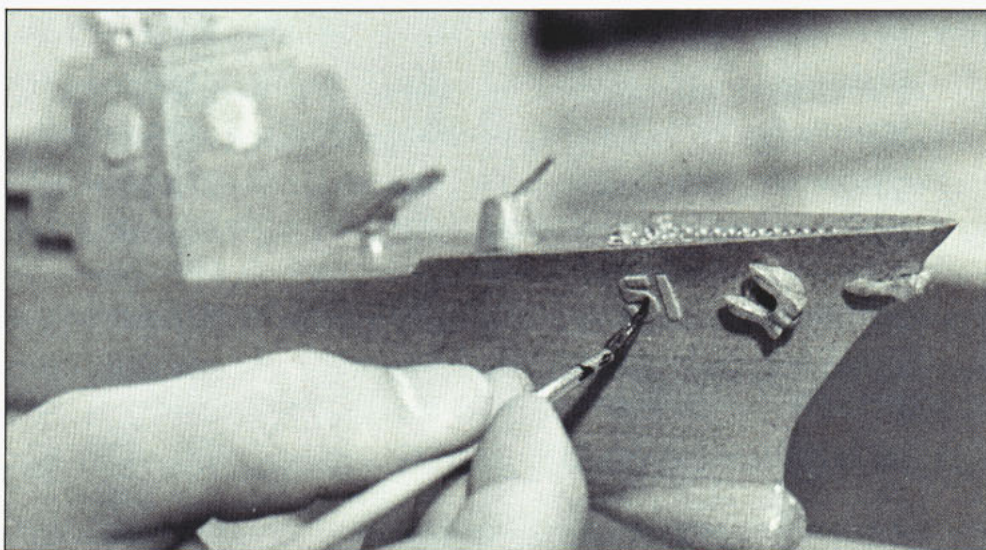
Story by JOSN Marke Spahr, photos by PH1(AC) Scott M. Allen

"I like making things that are going to be there and have a lasting effect," said Patternmaker 1st Class Mark A. Bulot. That's the reason he works so hard at his hobby, creating exact models of ships and submarines.

One of Bulot's models will definitely have a lasting effect. During the U.S. Navy's port visit to Sevastopol recently, a model he created of USS *Thomas S. Gates* (CG 51), was presented to Soviet Admiral Mikhail Khronopulo, Commander in Chief, Black Sea Fleet, by U.S. Navy VADM R. Paul Ilg, Deputy Commander in Chief, U.S. Naval Forces Europe, while Khronopulo was aboard *Gates* for a visit.

USS *Shenandoah* (AD 44) was tasked to build the U.S. Navy's special gift to the Soviet navy, and Bulot, a skilled patternmaker, confidently took on the assignment early last summer.

"I was glad to take it because it was an intricate and challenging job," said Bulot, who said it took him more than six weeks to complete the project in his spare time. Bulot used mahogany, a hardwood prized by furniture and cabinet makers, to build most of the detailed model parts of the Navy's newest *Aegis*-class ship. He created the mast out of small strips of wood and used a double-disk sander to make the mast round.



While Bulot was on a port visit to Toulon, France, earlier this year, he visited the pier where *Gates* was docked and made a few sketches.

"I enlarged a black and white drawing of *Gates* to 20 inches so that I could use it for proportion," Bulot said, describing how he got the model to scale. "It's very accurate — one inch is equal to 28.35 feet.

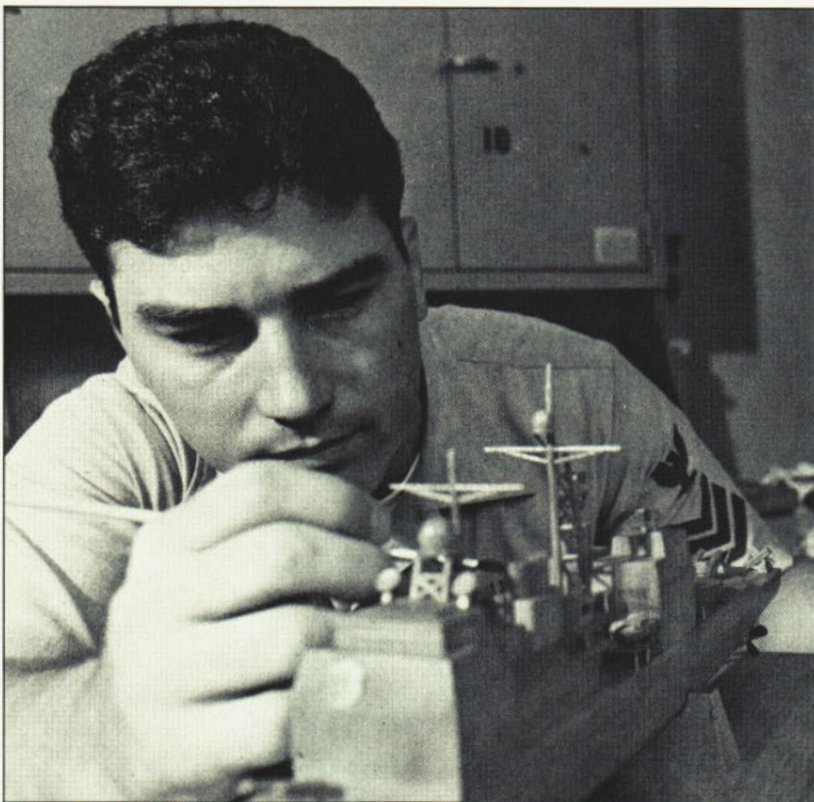
"To make the radar dishes, I took a burring tool and dished out a little area in a block of wood and then cut it round with a small knife and sanded it smooth," said Bulot. "And I used metal to make the shaft, screw and anchor chains."

Bulot enjoys working with his hands and taking on a challenge.

"That's why I jumped on this job [patternmaker]," he said. "My rating is really small and there's good competition between patternmakers. It's one job that gets you noticed." PMs use drafting, carpentry, metalworking skills and shop mathematics to create wood, plaster or metal patterns from which castings are made.

"A lot of people asked me if it was hard to give the model away. It's not a problem — I enjoy doing things that are going to be presented," Bulot said, adding that having the U.S. Navy give the *Gates* model to the Soviet navy was the "best part of it all." □

Spahr is a writer for All Hands. Allen is a photojournalist with All Hands.



PM1 Mark A. Bulot puts the finishing touches to a wooden replica of USS *Thomas S. Gates*. The model was a gift to the Soviet navy during the U.S. Navy visit to Sevastopol.



Friend or foe?

Many people—U.S. sailors included—wonder if the Russian Bear is no longer a problem.

Story by W.W. Reid

Three Russian words have become part of the English language in the last two years: *glasnost*, *perestroika* and *Gorbachev*.

Many people around the world, but particularly in the West, are encouraged by the new "openness" seen in Soviet relations with outside nations. They are intrigued by the "restructuring" of Soviet society in fundamental ways once thought impossible. But perhaps most of all, they are fascinated by the architect of these attempts to change the one society in modern history most impervious to change. Mikhail Gorbachev wants to change Russia, and just about everyone, most Soviets and practically all Americans, thinks that's good.

One of the most stunning manifestations of the change in the way the Russians do business, and the resulting change in U.S./Soviet relations, was a recent exchange of port visits. Soviet warships visited Norfolk in July and U.S. Navy warships returned the courtesy a month later in Sevastopol.

The images of human exchanges that came out of both those visits are uplifting. When people get together and react honestly to one another, differences between governments seem to fade into the background.

But some wonder if those differences should be allowed to fade.



They ask if friendly personal relations are all it takes to erase adversarial national relations.

Should we fear the Soviets? Some say, "No." One U.S. sailor suggested, as his ship pulled away from Sevastopol, that he could never go into battle against Soviet sailors, because he now considered them his friends.

Others say, "Yes." The Chief of Naval Operations maintains that there is yet much to fear from this global power, which, despite improved diplomatic relations, remains our most capable potential military adversary.

"There are many pundits, caught up in the euphoria of the moment, who advocate proceeding as if the future holds only the certainty of peace," said ADM Carlisle A.H. Trost. "We must consider a *longer* view."

An important part of that "longer view" is surely the realization that political powers can shift, particularly in dictatorships, with brutal swiftness.

As ADM William J. Crowe, then-Chairman of the Joint Chiefs of Staff, recently observed, "We are entering a period of uneasy transition. . . . It's curious, many in the West seem to think they can predict where the U.S.S.R. is going when the Soviets themselves don't know for sure. . . . We must avoid making great leaps based only on hope and faith."

How has a society so long regarded as hopelessly malevolent (as recently as 1985, President Reagan referred to the Soviet Union as an "evil empire") so quickly transformed itself into a beacon of hope? RADM Brent Baker, Chief of Information, addressed that question recently.

"Mikhail Gorbachev has achieved a public image as a reformer at home and a peacemaker abroad," Baker said. "How did Gorbachev accomplish this image? He did it the old-fashioned way, carefully crafting his message, and using the artillery of the news media to shape American and world public opinion."

Baker went on to detail Gorbachev's successful public affairs strategy. The Soviet leader, according to Baker, chose a powerful message — peace, disarmament, denuclearization — then used Western news media outlets to skillfully bypass Western governments to go to the public directly. He constantly repeated that message, so that his image would be closely associated with his message. Gorbachev thereby established credibility with the general public in the West because he was skillfully and consistently delivering precisely the sort of "peace" message most people want to hear.

Gorbachev is succeeding in changing the Soviet image around the world, according to Baker. "We can all appreciate that there is a real

change in public opinion, regarding the Soviet threat," Baker said. "The image of Soviet warships in Norfolk, and the smiling Soviet crowds extending their warm hospitality to our sailors in Sevastopol, are fast thawing the Soviet cold war image."

Should that image be allowed to melt away? RADM Thomas A. Brooks, Director of Naval Intelligence, sought to draw clear distinctions between the *appearance* of Soviet moderation and the *reality* of the verifiable Soviet military capability.

Referring to the fact that the Soviets removed many of their older warships from active service in 1988, Brooks said, "Counting numbers of ships in the order of battle is a fundamentally flawed methodology for measuring naval capability. The question that must be asked is not 'how many ships have they?' but, rather, 'how capable is their navy of achieving its missions?'"

"With this as a measure," Brooks said, "any analysis of the Soviet navy today yields the conclusion that they are more capable now than when Gorbachev came to power, even if

some obsolete units have been removed from the fleet.

"Remember," Brooks added, "these reductions in old, semi-active units have been accompanied by the addition to the order of battle of the most capable ships and submarines the Soviets have ever produced."

Brooks noted that eliminating older platforms and replacing them with new ones actually saves the Soviets money, since modern platforms operate more efficiently. This is important, he pointed out, since the internal restructuring that Gorbachev is committed to will require a redirection of funds away from maintaining global military capability. Thus, he added, arms control becomes important to the Soviets, strictly on a fiscal basis. "The Soviets see arms control as an avenue of relief," Brooks said, "allowing them to reduce the burden of their military forces without sacrificing 'parity.'"

The concept of "relief" from the expense of the arms race is the other side of the "restructuring" coin, according to Brooks; the Soviets can't have one without the other. There is even a Russian word for this concept: *peredyshka*, meaning "breathing space." Without *peredyshka*, *perestroika* is unlikely to succeed.

Most military and diplomatic experts seem to agree: the Soviet information campaign supports its military objectives. When Russian and American individuals come together as they did in Norfolk and Sevastopol and share meaningful personal exchanges, the valid human emotions that flow out of those exchanges cannot, unfortunately, eliminate global political and military realities.

As RADM Brooks noted earlier this year, in testimony before Congress, "We must be careful not to be lulled into complacency . . . the bear has not become a pussycat — he remains a bear." □

Reid is editor of All Hands.



Seafair '89

Sailors join in annual Seattle celebration.

Story by JO2 Andrew I. Karalis, photos by PH1 David C. Maclean

In August, 15 U.S. ships and more than 12,000 sailors and Marines came to Seattle, to participate in the largest waterfront festival in the nation — the 40th anniversary of Seattle's Seafair.

Leading the impressive flotilla of American seapower into Seattle's Elliot Bay, the largest ever to attend this international water extravaganza, were the battleship USS *New Jersey* (BB 62) and the aircraft carrier USS *Independence* (CV 62).

Seattleites came in droves to the festival to see the U.S. Navy pull into port with its warships and perform aerobatic flying maneuvers with its strike-fighter aircraft, the Blue Angels. The crowds also came for the fun at Seafair, the same fun and excitement that has brought millions to this annual festival for 40 years.

The longest-running and best-attended sporting event of Seafair is the Rainier Cup. More than 250,000 spectators this year filled the bleachers, lined the shore banks and occupied small boats and even inner tube floats to watch the world's fastest hydroplanes racing on Lake Washington. "Rooster tails" spewed from these roaring thunderboats as they streaked past spectators at speeds up to 200 miles per hour.

In the air, the Navy's Blue Angels mesmerized the crowd with their precision flying before the grand finale — the championship heat of the Rainier Cup.

Other traditional athletic events included: salmon fishing, softball games, horseshoes, fun runs, horse races, tennis matches, golf tourna-



ments, cycle championships, a marathon and a triathlon. Less traditional sporting events included the "Milk Carton Derby" (in which participants built and raced boats consisting primarily of milk cartons), jet ski races, a freestyle frisbee competition and hot air ballooning.

There were also parades. Seafair held parades during the day and at night, on the water and in the streets. Clowns entertained children and adults along the parade routes and at the many other events. USS *New Jersey* sailors also put out a landing party of clowns to help with the entertainment.

Seattle's diverse ethnic and cultural communities added an international flavor to Seafair. Sights, sounds, aromas and tastes — from baking con-

tests and various cookoffs to ethnic dances and festivals — brought out Seattle's Old World charm. Opportunities abounded for new cultural discoveries at food fairs, arts and crafts exhibits, band concerts and street parties.

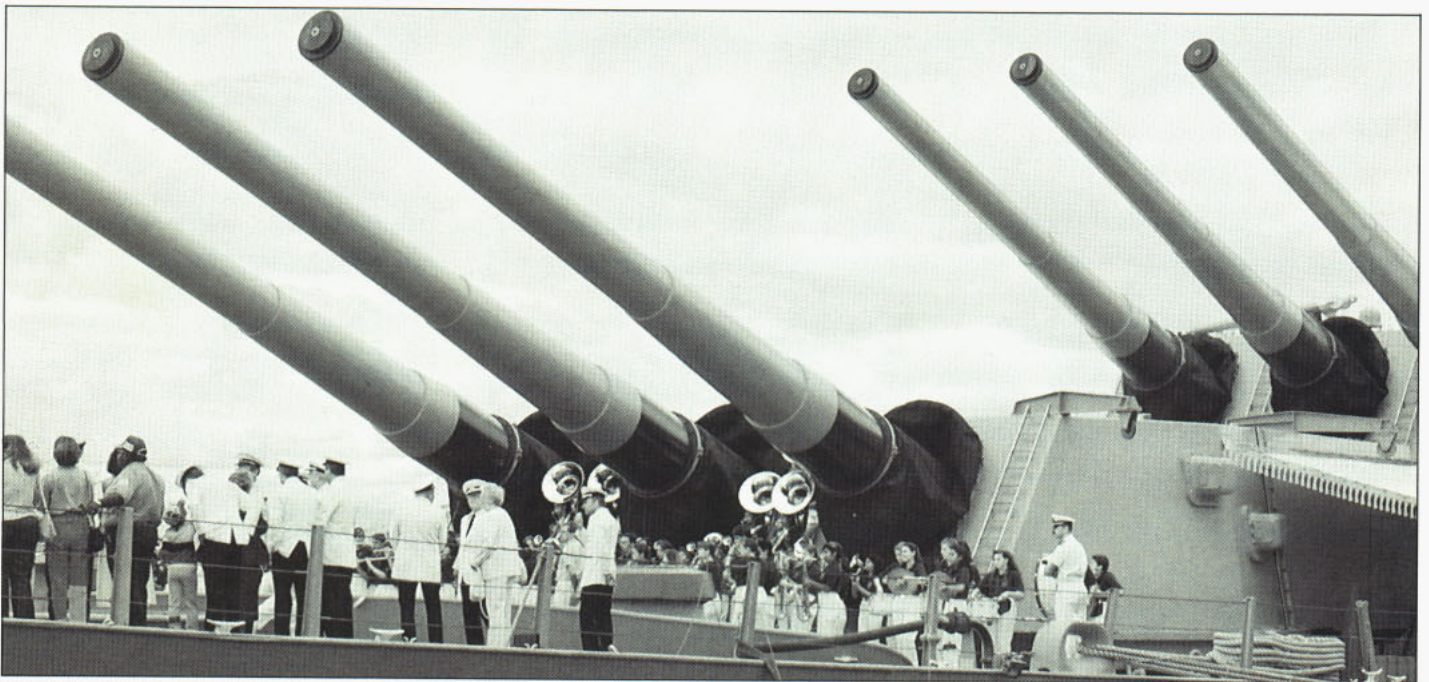
Sailors experienced, first hand, Seattleites' hospitality through the "Host-a-Sailor" program.

In return, all 15 ships hosted Seattleites for free daily tours. By far the biggest attention getters were *New Jersey* and *Independence*, helping draw crowds exceeding 100,000 people. More than 60,000 people came aboard during the time set aside for ship-sponsored tours, and another 40,000 received individual tours hosted by crew members.

The U.S. Navy wasn't the only



Opposite page: A replica of the Liberty Bell aboard USS *Independence* flight deck. Left: Thousands of visitors tour the Navy ships during Seafair. Below: A member of Seattle's All City Marching Band performs aboard USS *New Jersey*. Bottom: A reception held aboard *New Jersey*.



navy in town. Canada sent five warships to join the U.S. contingent of 15 ships and one Coast Guard craft.

Other ships in the Navy's flotilla included: the guided missile cruisers USS *Antietam* (CG 54), USS *California* (CGN 36), USS *Fox* (CG 33), and USS *Lake Champlain* (CG 57), the guided missile destroyer USS *Lynde*

McCormick (DDG 8), the guided missile frigate USS *Thach* (FFG 43), the frigates USS *Lockwood* (FF 1064) and USS *Stein* (FF 1065), and the diesel submarine USS *Blueback* (SS 581).

A four-ship amphibious group, with their Marine Corps units embarked, completed the flotilla. The ships in-

cluded the amphibious assault ships USS *Peleliu* (LHA 5) and USS *New Orleans* (LPH 11) and the dock landing ships USS *Fort Fisher* (LSD 40) and USS *Fort McHenry* (LSD 43). □

Karalis is assigned to Navy Internal Relations Activity, Washington, D.C. *Maclean* is assigned to PAO, USS *Independence* (CV 62).

Prairie sailors mark 50th year

Story by JO2 John Joseph

"The oldest and the best." For the men and women who serve on USS *Prairie* (AD 15), it's not just an empty phrase. Hailing the Navy's oldest active duty ship with continuous service, past and present crew members gathered to celebrate the 50th anniversary of her commissioning.

Prairie's age and service have earned her the right to fly the traditional "Don't Tread on Me" Navy Jack with distinction. Over the years, her crews' pride, dedication and teamwork have kept her in good shape — she recently completed her 25th Western Pacific deployment.

For *Prairie* sailors young and old, her many accomplishments and numerous nautical miles logged in underway fleet service might not

have happened, as retired master chief and *Prairie* plankowner T. Spencer Jeter explained.

"I never dreamed the ship would be here 50 years later, and particularly after the big fire in Argentia, Newfoundland, on May 27, 1942," said Jeter.

At that time, the ship was chained to the pier. "A small oiler tied behind us caught fire, and it spread to *Prairie*," Jeter continued. "We couldn't get under way, and at times there were 30-knot winds so it was like a blow torch.

"It looked like an atomic bomb going off. Two people were killed, but it could have been a lot worse. That was the biggest event that happened on *Prairie* as far as action during the

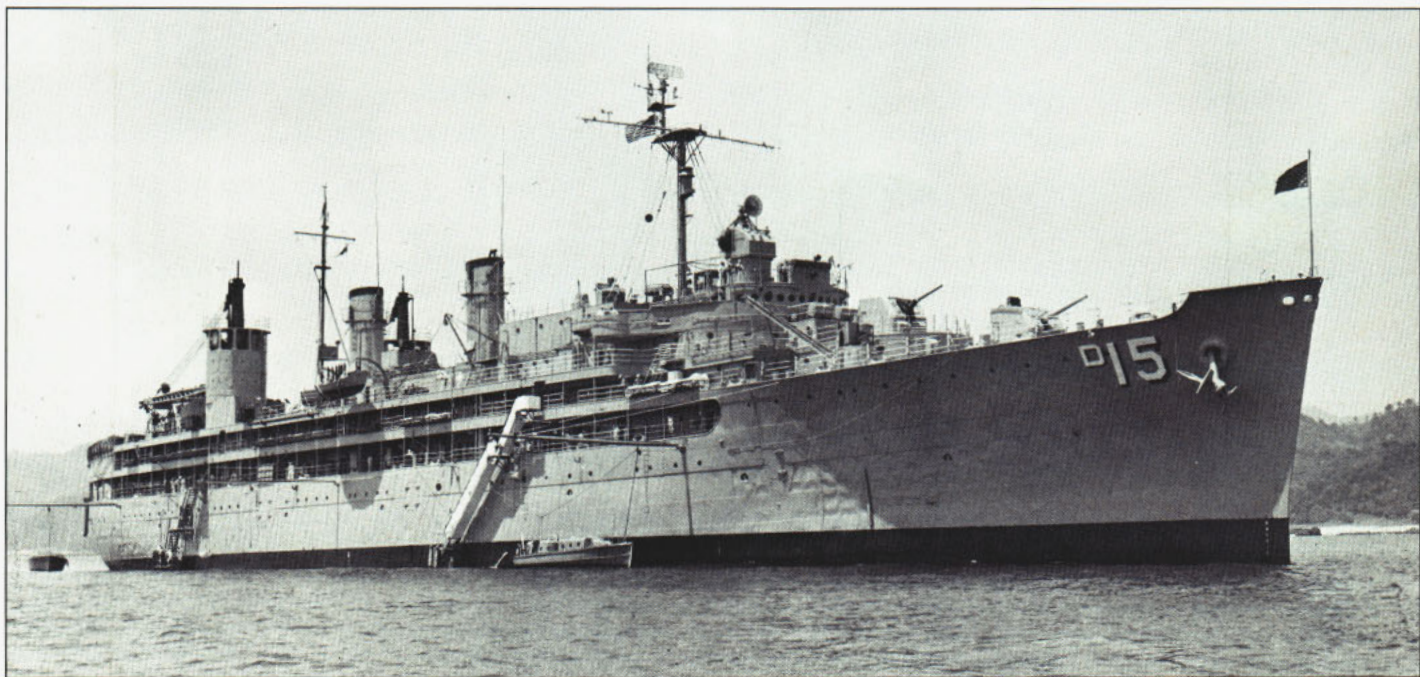
war," said the former 3rd class baker. "It really feels good being on board — I get a lump in my throat every time I come back."

During recent years, extensive renovations were made to allow women to serve on board *Prairie*. According to Jeter, this was only one of the many noticeable changes since he was a crew member.

"One of the big changes I've noticed is that they've taken the five-inch gun mounts off," said Jeter. "There's now a helo pad where the after gun mount used to be."

Hull Maintenance Technician 3rd Class Lisa Metcalf, who recently

USS *Prairie*, the oldest active duty ship with continuous service as she appeared in 1972.



U.S. Navy Photo



U.S. Navy Photo

condition," said Hattan. "The former commanding officer informed me that a recent inspection and survey team made comments that in some areas the ship only looked like a five-to seven-year old ship. It's been well maintained over the years, which is a direct reflection on the pride of its crew members past and present."

"I think it's been said that 'you can take the crew off the ship and it's nothing but a lump of metal,'" said LCDR J.R. Collier Jr., the ship's executive officer. "What the first crew did was set the standards — they determined the ship's character."

"It's that professionalism that seems to carry a ship until the day it's decommissioned," Collier continued. The payoff is to be able to have a ship that's still in continuous service after 50 years. That, and the modernizing of the ship, has enabled it to maintain the capabilities necessary to keep in step with the times."

CDR Thomas Hawkins, the ship's dentist and coordinator of the 50th anniversary ceremony, attributes *Prairie's* longevity to the professionalism of her crews.

"We've done many modifications, but I think the people have performed excellently," said Hawkins. "I think that the crew's pride in the *Prairie* makes the ship what it is."

Indeed, renovations and new technology have kept *Prairie* a vital fleet asset. However, much of the ship's original industrial equipment is still in use. The original lathes and milling machines are still operational, for example — side by side with a high-tech micro-computer chip repair station.

The ship functions as a shipyard afloat, servicing more than 200 Pacific fleet ships. In addition to repair work, *Prairie* provides everything from identification cards, personnel processing and separations, to serving as a training platform for

welders, machinery repairmen and machinist's mates. The ship also provides medical and dental services to sailors.

To date, an estimated 27,000 men and women have served on USS *Prairie*, and according to CAPT Hattan, if the Navy wants to keep her in service that long, *Prairie's* commissioning could last to the year 2000.

"Since the USS *Dixie* (AD 14) was decommissioned in 1982 we've held the 'Don't Tread On Me' flag," he said.

"Every day the ship stays in commission is a tribute to all the men and women who have served on *Prairie*," Hattan added, "and it's these countless contributions to naval service that truly make USS *Prairie* the 'oldest and the best.'" □

Joseph is assigned to NIRA Det 5, San Diego.

Sailors aboard *Prairie* in the early 1960s took as much pride in keeping their ship sailing (above left) as their shipmates who serve today (below).

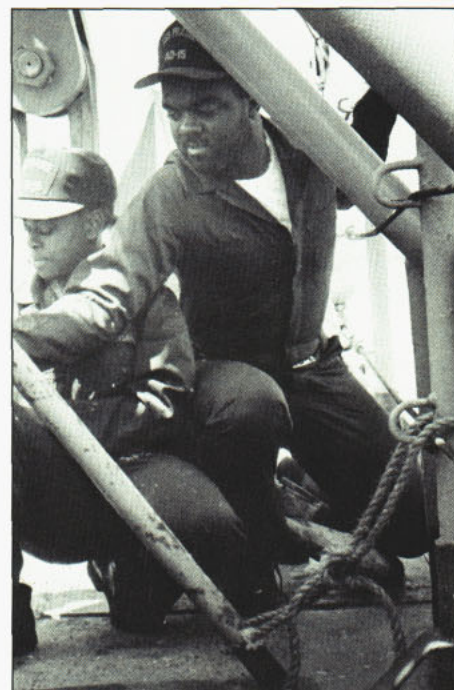


Photo by JO2 John Joseph

completed a tour on a newer tender, USS *Acadia* (AD 42), appreciates shipboard life on *Prairie*.

"This ship has gone to so many places and been through so much. It gives me a good feeling that the ship is still functioning, and now I'm a part of it," said Metcalf. "I'm walking around on a piece of history, and it's not just something I'm reading about in a book."

Crew members take great pride in maintaining ship readiness. This has allowed *Prairie* to continue to be a major asset to the fleet. Some changes to the ship's superstructure and engineering spaces have been completed over the years, with most of the work done by the ship's crew.

According to CAPT Robert L. Hattan, *Prairie's* commanding officer, favorable inspections on the ship's capabilities could allow *Prairie* to serve for many years to come.

"There's no question, the ship has been maintained in good material

Sailors and Scouts

Working together at the National Scout Jamboree

Story and photos by JOSN Robert Wagner

The Navy recently joined President George Bush and film-maker Steven Spielberg in teaching lessons of leadership to thirty-two thousand Boy Scouts at the 1989 National Scout Jamboree. The jamboree is held every four years. Fort A. P. Hill, in northern Virginia, has been the site since 1981.

What do the Boy Scouts and the Navy have in common? Both build character while preparing people for leadership roles, according to CAPT Theodore H. Butler, a Navy reservist who volunteered his time to be at the jamboree. Although Boy Scouts aren't old enough to join the Navy, many of the same techniques the Navy uses to train its leaders are evident in the Boy Scout program.

"The basics of the Scouting program center around leadership development," said Butler. "Teaching these kids the different aspects of leadership benefits them later in life if they go to college or on to the service academies."

Butler should know about the leadership principles of the Scouts — he's been involved with Scouting for 25 years and is an Eagle Scout. Butler says it's the "patrol method" of training that helps the kids with their confidence while honing their leadership skills.

"One boy may be in charge of eight others but he learns that it's teamwork that gets things done," said



This Scout was one of 32,000 who participated in the recent National Scout Jamboree.

Butler. "Learning to work together as a team shows these kids how to get along with others. That's something they carry with them for the rest of their lives and will help them later, especially if they join the service."

Butler wasn't the only sailor to volunteer his time for the jamboree. There were plenty of sailors at the "Merit Badge Midway." More than 80 booths were on the midway featuring different specialty areas. Nine booths, ranging from personal fitness to atomic energy, were staffed by 42 Navy personnel. While manning 10

percent of the booths, the sailors saw more than 7,000 Scouts and helped Scouts earn 20 percent of the merit badges awarded at the jamboree.

LCDR Jim Gay, Navy Recruiting Command's Youth Programs manager, worked to get the sailors teaching on the merit badge midway. "It took two years of planning and I focused on things the sailors could do. I looked at the list of merit badges and used what the Navy could do for the Scouts," Gray said.

He also praised the sailors for their work on the midway. "These guys really came together as a team. It gives me a great sense of satisfaction knowing this was accomplished with so few people."

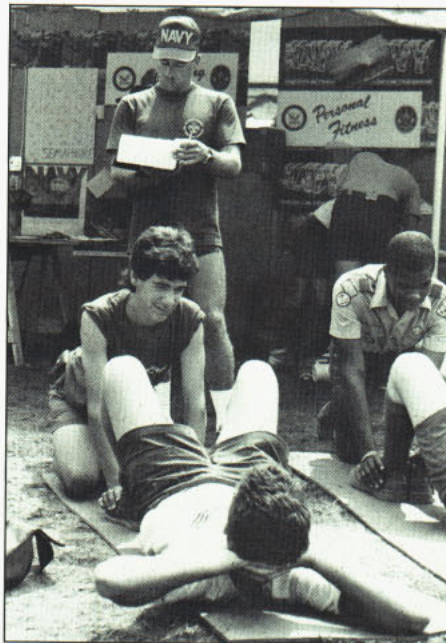
Many of the men working in the midway area were former Scouts. "I love doing this," said Aviation Fire Control Technician 3rd Class (and Eagle Scout) John Ligon. "It's great because I enjoy working with the boys. I get tired, but it's worth it as long as I realize I'm here for the kids."

Ligon, stationed on aircraft carrier USS *John F. Kennedy* (CV 67), is still involved with scouting in his hometown of Greenville, S.C., where he is an assistant Scoutmaster.

Signalman 3rd Class Eric Robinson, also from *Kennedy*, taught kids signaling techniques needed to qualify for their signaling merit badge. Ironically, Robinson's inability to



Left: Scouts and Navymen mingle. Below left: LCDR Labbé introduces Steven Spielberg to the crowd. Bottom left: President Bush greets Scouts and sailors. Below right: A sailor monitors a fitness test.



signal while a Scout was his downfall. "I spent a lot of years in the Scouts. I'm getting a lot of satisfaction teaching these boys what stopped me from advancing," he said, chuckling.

Robinson said the program really helps boys. "Scouting teaches them self control. It also teaches them to set goals, as well as adapting and coping with what they have at hand the best way possible."

Robinson's exposure to scouting at the jamboree made him want to get back into the program. "When I go back to Norfolk I want to get into a troop because it's a lot of fun working with these kids."

Another volunteer was LCDR Michael J. Labbé, of the Supreme

Allied Commander Atlantic staff, who introduced fellow Eagle Scout Steven Spielberg at a Jamboree press conference.

Labbé attested to the role that leadership training plays in Scouting. "The Scouts are given as much responsibility as they can handle. If you give them partial responsibility, then you're going to see partial results. If they have to fend for themselves, they see the results. And as their confidence grows, they just keep getting better," said Labbé.

Certainly one Scout whose confidence grew is Steven Spielberg. Wearing his Scouting uniform and his Eagle Scout award, the famous director and producer addressed 400 Scout

Hometown News correspondents and other media. He said that working toward his photography merit badge sparked his interest in movie-making. "I certainly didn't think I would be where I am today, but I've taken more out of Scouting than I've ever given back," he said.

Perhaps the most admired non-Scout on the Jamboree grounds was President Bush, the first President to address a Boy Scout Jamboree in 25 years. He praised the Boy Scouts for their work in the five "unacceptables" — illiteracy, unemployment, child abuse, hunger and drug abuse — and he urged them to keep up the fight against drugs.

"That is one of the greatest challenges of our time," he said. "It's a form of pollution, a poisoning of the mind, a corruption of the very soul of young America." That message struck a responsive chord for the Navy people in the audience, who for years have advocated and supported a drug-free Navy.

SM3 Thomas B. Cacy II, a plank-owner on USS *Abraham Lincoln* (CVN 72), said that the jamboree was more than fun.

"This gave me a chance to get out and have some fun teaching these kids what I know," he said. "Teaching the Scouts made me realize that not everyone picks things up as fast as others. Sometimes it's frustrating, so I learned to be patient."

One of Cacy's Scouts had a hard time learning to signal. "I made up my mind that he was going to earn his merit badge if it took all day," he said. "He earned his badge and walked away smiling. It was worth every minute it took just to see that smile. I'm really glad I came." □

Wagner is assigned to Navy Public Affairs Center, Norfolk.

Not just hot air

Navy balloon team floats recruiting message.

Story and photos by JOSN Robert Wagner

Sunlight glints off the dew-covered grass as a group of men shake off the early morning chill.

The morning quiet is broken by the sputter of an engine turning over. A portable fan is wrestled into place. Slowly a 60-foot envelope of fragile nylon begins to fill with air.

A few minutes later, a pilot steps into the gondola and pulls down on a burner blast valve. With a "whoosh," an eight-foot tongue of flame comes to life. Moments later the mass of silky fabric blossoms into a balloon that breaks the bonds of gravity and floats into the air.

There has always been a sense of romance about ballooning, but behind the romance, members of the Navy's balloon team know that there is also hard work.

The team, based at the Naval

Weapons Evaluation Facility on Kirtland Air Force Base in Albuquerque, N.M., travels the country, promoting and attracting interest in the Navy with the allure of the hot-air ballooning.

The Navy balloon was a popular attraction at the 12th National Scout Jamboree, where scouts were given rides in the balloon.

Members of the balloon team are active duty Navymen who volunteer their time and services to follow the wind. The men work on rotating schedules so they can do their full-time jobs, as well as travel with the team.

"Everyone who is stationed at the Naval Weapons Evaluation Facility has the chance to be part of the balloon team," said LT Brian Miller, who flies both A-7 and FA-18 aircraft

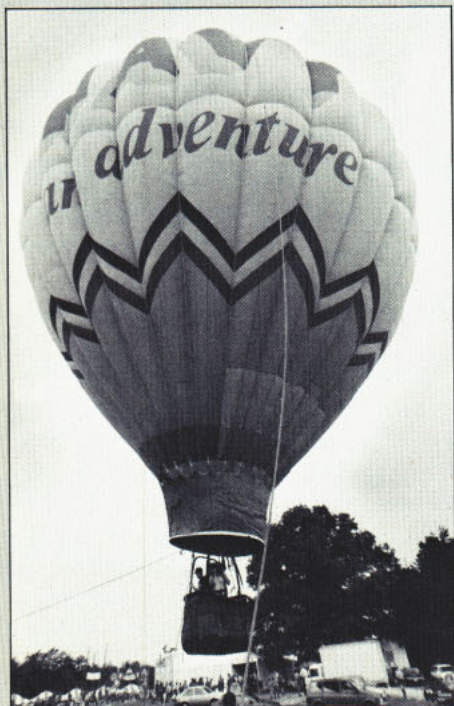
for the Navy. "As a pilot, I love it because I love learning new flying techniques."

The Navy balloon made its debut in 1977. The balloon is red, white and blue and has the words, "Navy, an adventure," printed on its sides.

The balloon team thrilled many scouts by lifting them 50 feet above the ground. Said Aviation Electronics Technician 2nd Class Mark Britton, a balloon team member, "It's great to see the enjoyment on the kids' faces." □

Wagner is assigned to the Navy Public Affairs Center, Norfolk.

Below: Sailors prepare the 60-foot nylon balloon for launching. Left: The U.S. Navy balloon in flight.



Setting an example

Sam Underwood says "concern" is his job — and it's the most important job in the Navy.

Underwood is Command Master Chief at Patrol Squadron 11 at Naval Air Station Brunswick, Maine. Command master chief is a position that he has held at a variety of Navy commands during the past ten years.

"In this billet, all I do is take care of people," he says. "That's my sole purpose in life."

Underwood, an aviation boatswain's mate, is nearing the end of a 36-year Navy career. His leadership style is something that other senior enlisted people envy. When he talks about "one-on-one face time" he's not repeating a cliché — it is a leadership tool that he depends on.

"There's real pressure on our sailors. As CMCs, we've got to get inside the sailor's head," he said. "We've got to be very compassionate. The most important things that I've learned are listening and being compassionate."

Underwood considers his style "modern" and he says it gets results. "It doesn't take a lot of cussing and four-letter words to get attention," he said. "I've found we not only don't have to do that, but also that people respect us more when we use a kinder approach and more compassion in dealing with our people."

"Of course we have to behave different ways in different places. Sometimes you have to be harder because the job is harder," he continued. "On board ship, you have to meet certain needs. If you have planes to launch at four in the morning, you've got to get the sailors awake, you've got to charge 'em up, keep 'em alive up there on the flight deck."



ABCM Sam Underwood

There is a need there. But when the launch is over, you don't keep hollering, you back off.

"If we let up and back off, and just push when we *need* to, the sailors understand that," he said.

Underwood feels that, to be effective, each command master chief must be able to recognize and set priorities. "Over the years I learned what my priorities were. Doing a good day's work is one of them. That means I don't leave work till my work is done," he said. "The Navy owes me a salary and I owe the Navy a good day's work. But it isn't just that. I enjoy my work and I want to be on the job."

He says that leadership is taught by example. "As a master chief," he said, "you've got to set an example all the time. You have to live 'pride and professionalism' 24 hours a day."

Underwood's reputation is well known throughout the command master chief community. Naval Air Force, Atlantic's Force Master Chief Stan Crowley credits Underwood's success to his "infectious good nature and his ability to work with people. Frankly, I haven't seen many people in my Navy career that are better at it than he is."

According to the Navy's CMC instruction, CMC's are expected to strengthen the chain of command by "stimulating free-flowing communications" at all levels within the command and by keeping the CO aware of situations that affect the welfare and morale of Navy men and women.

For Sam Underwood, the instruction gives him broad authority to listen to sailors' concerns and complaints, to help solve problems and make sure the CO and XO are kept up to speed with what's really going on throughout their unit.

"I've found out through the years that I can go to the skipper or XO and convince them to go along with my advice, because I present it so it's clear that what I'm suggesting is what we need to do for the sailor," Underwood said. "And I'm convinced that's what the CO wants . . . what, in the end, is best for the sailor."

Underwood says he grew up on the flight deck and learned what made people successful by watching them do their jobs. He's still watching good people do their jobs — but now it's his job to help *them* be successful. And Sam Underwood is glad to do it. □

Story from LCDR Jim Harnar, a reservist with NavInfo New England 101.

Bearings

Peary sailors practice ancient Korean art for fitness

They gather near the ship's quarter-deck at 6:45 a.m., wearing white uniforms and colored belts marking their rank. Their leader guides them as they line up in orderly fashion.

These men dressed in oriental garb are actually sailors aboard USS *Robert E. Peary* (FF 1073), ready for *tae kwon do*.

Their "gymnasium" is the steel flight deck normally used as the takeoff and landing pad for helicopters. Signalman 1st Class Luis Michel, an eight-year follower of the martial art known as *tae kwon do*, is the group's instructor.

The Pearl Harbor-based frigate may seem like an unlikely home for followers of the ancient Korean martial art. But for two years now the ship has offered *tae kwon do* as an

alternative to the traditional Navy physical fitness program of calisthenics and running. The *tae kwon do* program has become very popular aboard ship.

"We started *tae kwon do* on a trial basis with 20 sailors," said Michel. "Now, when the ship is under way, as many as 50 sailors participate."

The program is conducted like a school or *dojang*. Michel, who holds a black belt in the martial art, is qualified to advance students through the ranks from novice white belt to accomplished black belt.

When *Peary* is at sea, the *tae kwon do dojang* meets Monday through Saturday for two sessions a day; each session is an hour and a half long.

"I joined the *tae kwon do* program because it gave me something to do

to break the monotony of long days at sea," said Seaman Yeoman Robert Carrasquillo. "And, it's also taught me self-defense and kept me in good physical shape at the same time."

Balance and concentration are always important in this martial art, but especially aboard a rolling ship at sea.

"It's totally different to practice *tae kwon do* while the ship is under way and rolling," said Carrasquillo. "I've found that the coordination and balance involved in *tae kwon do* can be very hard to master at sea."

Gunner's Mate (G) 2nd Class David Jacobs has been taking part in the *dojang* for about a year. He says the cost and availability are big factors in his involvement in the program.

"Where else would I be offered a program like this for free?" he said. "And besides that, I enjoy it and it helps me to keep my weight down."

Michel's interest in *tae kwon do* started when he was 11 years old. Today, it's both fitness and art that attracts him to it.

"Health benefits such as increased stamina, coordination, flexibility and speed are important," said Michel. "But I've also learned to appreciate *tae kwon do* as an art — it's a means of self-expression for me."

Some sailors on the ship are skeptical about the program, but they're always welcome on the flight deck during class.

"I invite them to join us," said Michel. "And I like it when they watch us." ■

—Story by JO1 Gayle Colasurdo, Public Affairs Office, Naval Station, Pearl Harbor, Hawaii.

YNSN Carrasquillo executes a flying sidekick during a *tae kwon do* practice. SM1 Michel holds the sparring glove.



Photo by HT3 Ed Cooley

Great-grandmother, age 96, commissioned as LCDR

Edith Jillson is the proud mother of three sons and one daughter. She has 12 grandchildren and six great-grandchildren. Recently, she became an officer in the U.S. Navy Nurse Corps.

The 96-year-old great-grandmother was given an honorary commission to the rank of lieutenant commander by RADM Mary F. Hall, Director of Navy Nurse Corps in Washington, D.C., at the Jerry L. Pettis Veterans Hospital in Loma Linda, Calif.

"I didn't expect to ever be commissioned," Jillson said. "I'm overwhelmed."

Jillson served as a Navy nurse with her younger sister, Clare, during World War I. Back then, women weren't commissioned, they were "enrolled." The two sisters served with Command Post 4726 at a Navy hospital in Norfolk.

"It was a wonderful experience,"



LCDR Edith Jillson

said Jillson, her smile giving way to the obvious recollection of fond memories. "I appreciated the boys coming home from the war and being able to help them." According to Hall, Jillson is the only Navy nurse who served during World War I that has been "commissioned."

"I heard about Edith from a letter written to me by her eldest son, Paul. He stated that his mother had served as a Navy nurse during World War I and now resides in California. I wrote back and decided the next time I was in the area, I would give her an honorary commission," Hall said.

Hall is a member of the Navy Nurse Corps Association and said the group is getting in touch with all Navy nurses, past and present. "There is a continuity in Navy nursing. For a Navy nurse, a commission means a life-long sense of community," said Hall. "Edith is a very special person and serves as a powerful reminder of the incredible fellowship that exists between current and former Navy nurses. Once a Navy nurse, always a Navy nurse." ■

— Story by JO1 Diane Jacobs, Navy Recruiting District, Portland, Ore.

Navy Lieutenant wins sailing championship

LT Eric Reinke recently won the Navy Sailing Championship in Norfolk. Reinke is assigned to the Naval Underwater Systems Center New London Laboratory as an electrical engineer in the submarine sonar department.

"It always feels good to win when there's good competition," said Reinke of his victory in the eight-race round robin.

Reinke is a volunteer sailing coach at the U.S. Coast Guard Academy, New London, Conn., and spends his spare time at regattas with academy crews. In the summer, he tries to run a training program around their other assignments.

Coaching the cadets comes naturally to Reinke. He started sailing when



LT Eric Reinke

he was six years old in his hometown of Joppa, Md. By the age of 14, he was involved in racing, and when he was a midshipman at the U.S. Naval Academy, Annapolis, Md., he began serious competition. He sailed all four years at the academy, averaging more than 1,000 races a year.

Reinke pointed out that sailing is the only sport with a direct profes-

sional application for a naval officer or Coast Guardsman. "Sailing teaches you rules and regulations and responsibility for your actions. It gives you a seaman's sense or eye that serves you well whether you become an aviator, submariner or surface sailor."

Reinke noted that when you achieve a certain level of excellence in sailing, the Navy offers a professional code for assignment purposes. "The greatest payoff, though, comes when a cadet you've coached goes out and tries what you've suggested," Reinke said. "When his eyes light up and he says, 'It works!' — you can't beat that." ■

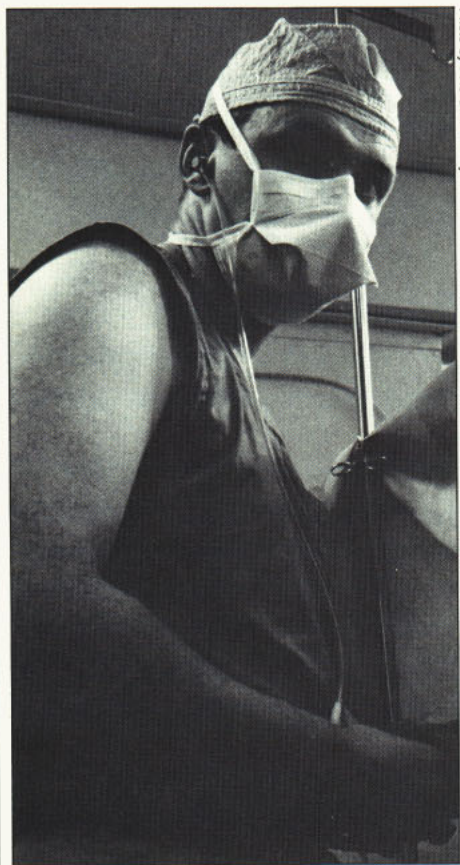
— Story from Naval Underwater Systems Center, New London, Conn.

Bearings

Emergency surgery brings brothers together

Like most medical operations at sea, this one was an emergency. By Wednesday, June 28, the patient had been feeling sick for more than 24 hours and the doctors aboard USS *Dwight D. Eisenhower* (CVN 69) had diagnosed him with appendicitis.

They had also determined that it would be riskier to fly him ashore for treatment than to perform surgery in the ship's sick bay.



LT Phillip Whalen

"Ike's" nurse-anesthetist, LT Phillip Whalen, prepared the spinal anesthetic that would be used for what was intended to be a routine appendectomy. He glanced up at the surgeon, his younger brother, CDR

Thomas Whalen who's a doctor assigned temporarily to Ike for a three-day underway period.

CDR Whalen was replacing the temporary active duty surgeon who is usually brought in from Charleston, S.C.

"This was such a short underway period," LT Whalen explained, "that instead of the surgeon from Charleston, they sent my brother from Portsmouth Naval Hospital."

This wasn't the first time the brothers had worked together, having been stationed together at Portsmouth Naval Hospital for a year. LT Whalen often returns to the hospital whenever the ship is in port in Norfolk.

"While my brother's in port, there's not much chance for him to practice anesthesiology," CDR Whalen explained. "He mostly does administrative work and teaching."

"There is a shortage of nurse-anesthetists at Portsmouth, so I go back every now and then to, one, keep my skills up, and two, help out over there," LT Whalen said.

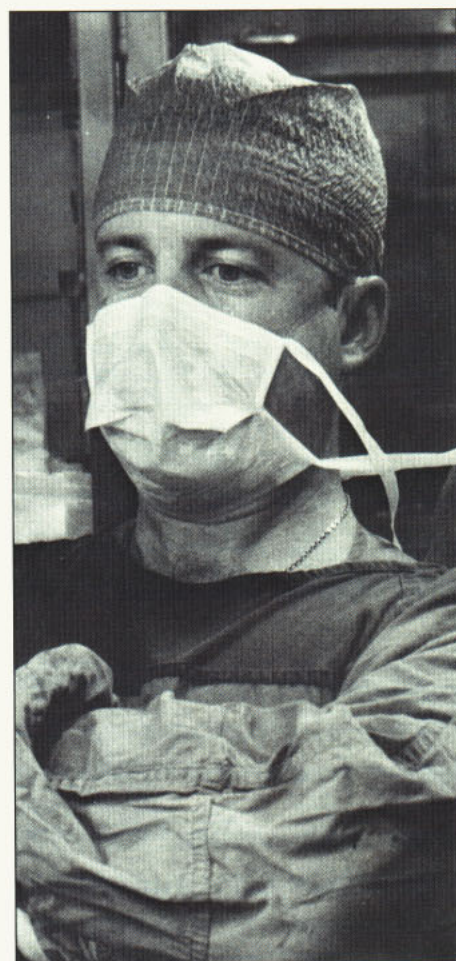
The operation aboard *Eisenhower* was a difficult one presenting a significant professional challenge for the fraternal medical team.

"We'd done some relatively minor surgery together before," said LT Whalen. "But it's sort of ironic that the first time we go to sea together, we end up doing a major case."

Though the situation became complicated, the officers were confident that all would go well.

"The assistance we got was 4.0 and the equipment was as good [as] . . . that at the Naval Hospital," said CDR Whalen.

According to LT Whalen, the professionalism of the corpsmen and the



CDR Thomas Whalen

undivided attention the operating crew gave to the case left a lasting impression. "The staff was better than you might expect at a hospital," he said.

Well before Ike pulled into Norfolk, CDR Whalen was on the radio arranging transportation for his patient to Portsmouth Hospital, for follow-on care. ■

— Story by JO3 Gerald Harris, PAO, USS *Eisenhower* (CVN 69).

U.S. and Korean midshipmen cross decks

A group of Republic of Korea and 10 U.S. Navy midshipmen recently got a chance to sample life in their counterparts' Navy during a joint anti-submarine warfare exercise held off the South Korean coast.

Before the exercise, the U.S. Navy midshipmen were given a tour of the ROK Naval Academy in Chin Hae where they met their ROK counterparts. Both groups also participated with operations specialists from U.S. Navy and ROK navy ships in an ASW trainer at the ROK ASW training center. Getting under way aboard five ROK ships, the U.S. midshipmen left Chin Hae on their summer cruises under the Korean flag to begin their most unusual experience as midshipmen.

The first difference the U.S. midshipmen encountered was language. Four of the U.S. midshipmen of Korean descent found that the Korean spoken in their homes was different from that spoken by the ROK officers.

According to Midshipman 1st Class William B. Min, "I speak a little Korean. But the ROK midshipmen tried hard to communicate and did their best to resolve any communication problems."

For the other six midshipmen who couldn't speak Korean, communicating with ROK Navy officers and crew was a learning experience as they traded phrases with the Koreans who were eager to apply their English-speaking skills.

The second difference for the U.S. midshipmen was the food they ate while aboard ROK ships. Meat and potatoes gave way to rice, seafood and "kimchi," a Korean dish consisting of pickled cabbage, peppers, garlic and fiery spices. With a couple of meals under their belts, the U.S. midship-



men began to acquire a taste for the exotic cuisine and several mentioned that some of the dishes had become favorites.

While the U.S. middies were on the ROK ships, two groups of ROK midshipmen were busy on board the frigates USS *Rodney M. Davis* (FFG 60) and USS *Harold E. Holt* (FF 1074). The ROK middies ate hamburgers, french fries and southern fried chicken.

Getting down to business, the U.S. and ROK ships worked together to search for a U.S. fast-attack submarine operating in the area for the exercise. The operations gave both navies valuable experience in interoperability.

"As an operations officer, I believe the exchange of personnel is very important," said LT Shin Jung Ho from the ROK's *Iri* (PCC 768), "because intercommunication is vital to our working together."

Another operation that was new to many of the ROK crews was underway replenishment. Since the ROK navy is used primarily for coastal defense, the need for sustained operations without returning to port isn't a high priority concern. But if hostili-

Midshipmen Kim and Breerwood worked with a ROK signalman using flashing light to contact USS *Harold E. Holt* (FF 1074).

ties were to occur, the preparation for joint U.S./ROK naval operations such as refueling at sea might be necessary.

Despite their inexperience with underway replenishment, the ROK sailors were up to the task. USNS *Navasota's* fuel probes slammed home and filled the ROK gas turbine ships with JP-5, and the unreps went off without a hitch.

Most importantly, the U.S. and ROK navies have gained experience in working together, strengthening their resolve and ability to deter aggression. For the U.S. and ROK midshipmen, the experience has made the Navy's mission and lifestyle more real.

"I've also learned the importance of teamwork in international naval exercises," Midshipman 1st Class Mark Breerwood said of the experience. "It's crucial that we understand each other when attempting to arrive at the same goal." ■

— Story and photos by JO1 Patrick E. Winter, 7th Fleet Public Affairs Representative, Subic Bay, R.P.

Mail Buoy

Unfit brew

I enjoy reading *All Hands* every month, and I especially appreciate your articles on historical events such as the "Duel at Cherbourg" in the February issue.

In the July issue I found it ironic that you published the article, "Cuppa Joe," right after two fitness articles. Coffee contains caffeine, which is addictive and can lead to some health problems. You should have exercised better judgment.

—Guilherme Hopp Freitas
Oakland, Calif.

I would like to comment on something that I find both confusing and a little amusing. Being in the Navy, we are constantly made aware of where the Navy stands on substance abuse. The Navy makes it clear to its people that it has a zero tolerance. We are encouraged to stay away from all forms of substance abuse. We're even striving for a "smoke-free Navy." Sailors who don't adhere to the Navy drug abuse policies are promptly discharged.

Then I read a big article in the Navy's magazine, *All Hands*, about how the Navy uses and promotes the use of a popular stimulant. The article goes as far as to brag about this drug. Sailors in this article tell how this drug helps them make it through the day. They go on to tell how very large the demand for this drug is; how the dealers of this drug supply the Navy with very large shipments for the addicts. For without their supply most of the addicts would experience withdrawal symptoms. If the addict takes too much of this drug, he or she could overdose and get very sick.

However, users of this drug need not fear urinalysis tests; they don't test for this drug. Nor do they have to worry about where their next "fix" is coming from because the Navy supplies the drug. The method of consumption is easy; the user doesn't have to worry about needles. All he or she need do is put the drug in hot water and drink it.

The drug is caffeine — coffee. A very popular stimulant, but nevertheless, a drug. The Navy accepts this drug and it's OK to use it and abuse it. Is this really zero tolerance for drugs that society tolerates?

—CTR3 Eric C. Via
Naval Security Group Activity
Sabana Seca, Puerto Rico

Four-footed fleet "doc"

As a follow-on to the article, "Four-footed fleet," published in the July 1989 *All Hands* magazine, the following information should be of considerable interest to the readership.

The Army Veterinary Corps has been designated as the DoD Executive Agent for Veterinary Services. Army veterinarians, as authorized, provide outpatient services for animals of individuals authorized military privileges. Animals are examined, immunized and treated for the prevention and control of diseases as conditions which may be transmissible to humans or animals, or may constitute a community health problem.

Issuance of health certificates and provision of other services are integral parts of the veterinary mission. Questions regarding services, available appointments, etc., should be directed to the closest Army Veterinary Service activity serving your local installation or region.

—Lt. Col. Paul L. Barrows
Army Veterinary Corps
Chief, Animal Medicine Office

Two good to be true

To EM2 J.R. St. Pierre who is stationed on board USS *Alamos*, it sounds from his letter (*All Hands* August 1989) he has an extremely competent crew to work with. Unfortunately, he has the wrong hull designator in his letter to *All Hands*. I am the dockmaster on board the true AFDM 7 — *Sustain*, stationed in Norfolk, Va. We too have quite an impressive record of safe dockings and undockings. *Sustain's* crew is capable of docking a variety of units from YTBs to *Spruance*-class destroyers and can accomplish these evolutions on the shortest of notices.

The most impressive docking I have seen and can "brag" about is the docking of USS *San Diego* (AFS 6) during the month of April. During this docking, we had a ship with a displacement of 10,200 long tons and a length of 581 feet and 3 inches resting on the keel blocks in *Sustain*, which has a length of 552 feet, and a rating of 13,500 long tons. There was only a span of eight feet from *San Diego's* hull to our port and starboard wingwalls.

We had to remove pieces of our wing-wall cranes to maneuver the unit into the dock. It was quite an awesome display of docking ability indeed, from the build-up by the docking department to the im-

pressive display of seamanship by all hands on board to center the unit. But I guess the most satisfying moment was leaving *Sustain* that day and seeing a ship as large as *Sustain* extending out the forward and after ends of the dock with the main deck rising approximately 25 feet over our wingwalls.

So enough of the bragging. The fact of the matter is, from the description of your dock, Petty Officer St. Pierre, it sounds as if you are stationed on board an AFDB, just by tonnage (32,000) alone. Hopefully, that was a misprint by *All Hands* because it would really amaze me if the Navy actually has two AFDM 7s. But thank you for giving me the opportunity to write *All Hands* on the "real" AFDM 7 *Sustain*, and to brag about the professional and competent crew I have the pleasure of working with.

—HT1(SW) R.S. Dusanic
Dockmaster, *Sustain* (AFDM 7)

• You're right — An incorrect hull designator appeared: it's AFDB 7. — ed.

No "second look"

NavOp 030/89 (CNO WASHINGTON DC 282146Z MAR 89) announced the establishment of special enlisted selection boards to consider individuals who were not properly considered through the normal selection board process due to circumstances beyond their control. Errors as a result of incorrect information on exam answer/worksheets signed by candidates, microfiche record errors, late submission of candidate's package, etc., normally will not justify eligibility for a special board.

In "Second look for senior sailors," *All Hands* July 1989, Page 3, the title, as well as the article itself, contains some misleading information. Candidates who were considered by a regular board are not entitled to consideration by a special board unless significant mitigating and extenuating factors exist. Special boards were not established to "second guess" or to overturn the deliberations of a regular board.

My point of contact for clarifying/amplifying information concerning special boards is LT M. J. Bernardon, (202) 694-2763.

—CDR. G.M. Zorbach
NMPC-221, Washington, DC

TO REPORT FRAUD, WASTE AND ABUSE
IN NAVY ACTIVITIES



Navy Hotline

Call toll free 800-522-3451

<u>Autovon</u>	<u>Commercial</u>
288-6743	202-433-6743

Or write:

The Naval Inspector General
Attn: Navy Hotline
Bldg. 200
Washington Navy Yard
Washington, D.C. 30374-2001

Defense Hotline

Call toll free 800-424-9098

<u>Autovon</u>	<u>Commercial</u>
223-5080	202-693-5080

Or write:

Defense Hotline
The Pentagon
Washington, D.C.
20331-1900

REMEMBER TO USE YOUR CHAIN OF COMMAND FIRST!



*To Challenge The
Price Of An Item*

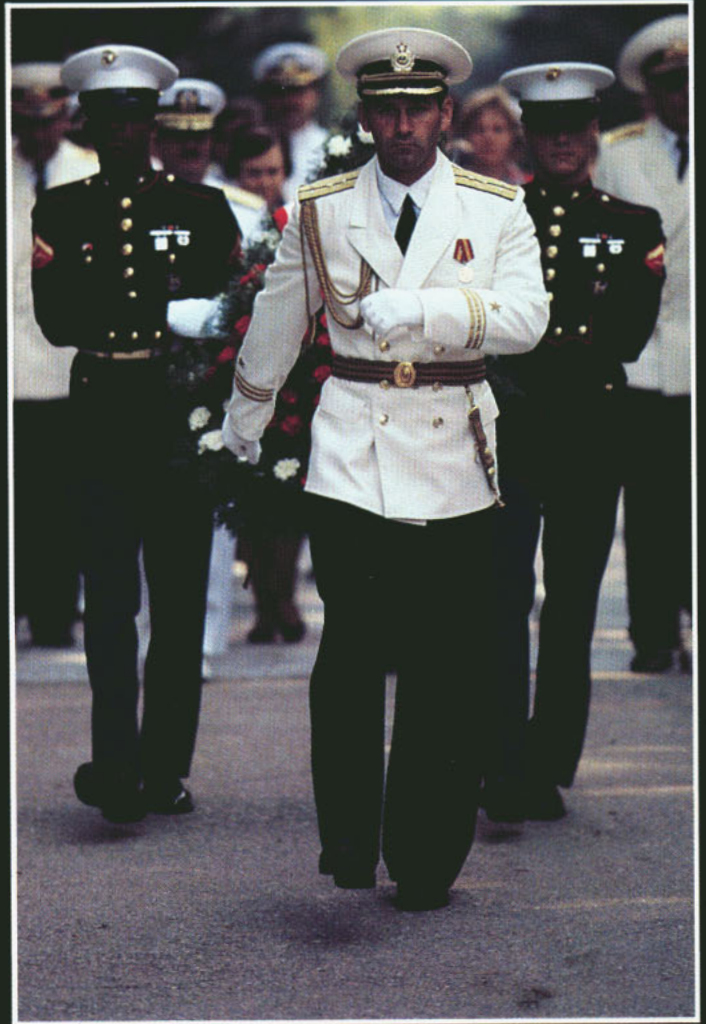
Call or Write the
Pricing Hotline

717-790-2664

A/V 430-2664

24 Hours a Day - 7 Days a Week

Navy Fleet Material Support Office
Mechanicsburg, Pennsylvania 17005



Exchanging visits ● Page 18, 22